

Agenda for a hearing by a panel of the Infrastructure Committee (to hear and consider submissions and make recommendations on the Connectivity Strategy) to be held in Council Chambers, District Office, 15 Galileo Street, Ngaaruawaahia on **FRIDAY, 5 APRIL 2024** commencing at **1:00pm**.

**1. APOLOGIES AND LEAVE OF ABSENCE**

**2. CONFIRMATION OF STATUS OF AGENDA**

**3. DISCLOSURES OF INTEREST**

**4. REPORTS**

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**5. EXCLUSION OF THE PUBLIC**

It is intended to discuss this matter in the open section of the meeting, however, should in depth legal advice be requested from the Committee a resolution may be passed to exclude the public to hold these discussions.

GJ Ion  
**CHIEF EXECUTIVE**

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<b>To</b>	<b>Infrastructure Committee Panel (Connectivity Strategy)</b>
<b>Report title</b>	<b>Connectivity Strategy Hearing and Deliberations</b>
Date:	5 April 2024
Report Author:	Matt Horsfield, Reserve Planner
Authorised by:	Megan May, General Manager Service Delivery

## **1. Purpose of the report** **Te Take moo te puurongo**

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To consider and deliberate on the submissions received on the draft Connectivity Strategy on behalf of the Infrastructure Committee.

### **AND**

To enable the hearings panel to recommend to the Infrastructure Committee approval of the proposed changes to the draft strategy. The deliberations panel, with staff assistance, will work through the submissions and suggest changes to the draft strategy based on the submissions.

## **2. Executive summary** **Whakaraapopototanga matua**

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This report is to brief the Hearings Panel on submissions received to the draft Connectivity Strategy. The draft Strategy will replace the current Trails Strategy, first adopted in 2016 and sets objectives and policies for walking, cycling and horse-riding trails within the Waikato District.

Waikato District Council (Council) publicly notified a four-week consultation period for the draft Strategy on 17 July 2023. Submissions closed on 13 August 2023. A total of 237 submissions were received. Key themes throughout the submissions included:

- Greater access to reserves for horses and provisions for horse float parking.
  - Horse-riding along public roads, and improved signage.
  - Identifying areas that could benefit from more trails.
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- That biodiversity be considered in the development of trails, and the adverse effects of creating more access on natural forms (litter, structures)
- Coastal inundation and erosion in respect to trail development.
- Providing more information on the history and heritage of our towns and communities through the development of trails.
- Liaising with landowners.
- The maintenance and design of trails.
- Consideration of linkages to key locations, such as boat ramps, shops, schools.
- Ensuring developers provide paths in new subdivisions.
- Inter-regional connections (I.e. Auckland, Hamilton, Waipa)
- Access to the Waikato/Waipā River and lakes.
- Access to esplanade reserves and unformed legal roads.

All original submissions with staff comments (Appendix 1&2) are attached to this report.

### 3. Staff recommendations Tuutohu-aa-kaimahi

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**That the Infrastructure Hearings Panel:**

- considers and makes decisions on the submissions on the draft Connectivity Strategy, AND**
- deliberates on the amendments to the draft Strategy to reflect the submissions, AND**
- recommends to the Infrastructure Committee that the draft Connectivity Strategy, with any amendments, to be adopted.**

### 4. Background Koorero whaimaarama

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In 2016, Council approved the existing Trails Strategy. In 2021, a review of the Open Spaces policy portfolio was undertaken, recommending that the Trails Strategy be reviewed and replaced, as several aspects of the strategy were outdated. Whilst some aspects of the strategy were still fit for purpose (such as the general vision of the strategy) there were some key aspects that were missing. These included:

- Council's partnership with volunteers;
  - That connectivity provides benefits to our mental and physical health.
  - New technologies are available that provide an opportunity to transfer identified potential trails onto an online spatial platform.
  - Provided an opportunity to refresh the proposed trails that are outlined.
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Whilst it is a non-statutory document, the Trails Strategy 2016 provided direction for staff, the community and developers for the development of trails within the district. By reviewing the document, the strategy can more easily interpreted and sets out clearer guidelines for the development of trails, as well as providing a new online tool to identify new trails.

Staff undertook stakeholder engagement from March-June 2023, holding workshops and individual meetings with stakeholders to identify potential trails to include on the online spatial platform as well incorporating their view into the drafting of the strategy.

Staff held a workshop with Councillors on the strategy on Tuesday, 13<sup>th</sup> June 2023, and the draft Strategy was brought to the Infrastructure Committee on Wednesday, 5 July 2023 for approval for public consultation for a period of four weeks. Additionally, a hearings panel was appointed consisting of Councillors Ngataki (Chairperson), L Thomson, Eyre, Whyte and Keir.

Consultation was released for public submission on 17 July 2023 till 13 August 2023. Staff compiled and analysed submissions, and a workshop between staff and submitters to speak further to submissions was held on Wednesday, 6<sup>th</sup> December.

## **5. Discussion and analysis**

### **Taataritanga me ngaa tohutohu**

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The Connectivity Strategy will identify potential trails, as well as development opportunities, objectives and policies. This Strategy has been formally created through community consultation.

The process of review of the Connectivity Strategy has comprised of two separate stages of public input.

#### Stage 1 – Early Engagement (early 2023)

Early engagement with key stakeholders and other interested parties involved calling on ideas and feedback for potential new trails that could be added to the new GIS map.

Staff met with representatives from Awaroa River Trail Group, Sport Waikato, Ngati Te Ata, Horse Access Advocates Waikato Inc. (HAAWI), Herenga a Nuku (Walking Access Commission), Community Boards and interested individuals to discuss and add various trail ideas to the GIS map.

An additional sixty trails were added to the GIS map during this period, providing more additional potential trails around the Awaroa River area, as well as Te Kauwhata and Horotiu. A number of bridle trails were also identified and included in the GIS map, meeting a shortfall that was existing in the 2016 Trails Strategy mapping.

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## Stage 2 – Consultation

At its meeting on 5<sup>th</sup> July 2023, the Infrastructure Committee resolved to approve the draft Connectivity Strategy for community consultation.

Consultation opened for a four-week period on 17 July 2023 and closed on 13 August 2023. Consultation involved the draft Connectivity Strategy and the GIS map being made available for submission and commentary. Council shared information through their social media accounts, at Council offices as well as the Council website. Key stakeholders were directly contacted and information was provided to the community.

### Drop-in Sessions

Staff were aware early on in the process that there would be a number of out-of-district submissions made to the draft Connectivity Strategy. To ensure that there was also a good local input, and as part of the engagement and consultation strategy for the draft Connectivity Strategy, five community drop-in sessions were held. These drop-in sessions were as follows:

- At Tuakau Library – 21 July 2023 (2:30pm- 4pm)
- At Raglan Town Hall – 26 July 2023 (12pm- 1:30pm)
- Online Drop-In – 1 August 2023 (5:30pm- 6:30pm)
- At Huntly Library – 2 August 2023 (2:30pm – 4:00pm)
- At Tamahere Community Centre – 9 August 2023 (2:30pm-4pm)

The purpose of the drop-in sessions was to allow members of the community to speak to staff knowledgeable about the draft Strategy directly. This also gave staff an opportunity to engage with users of trails. Staff took all consultation material for the draft Strategy as well as engagement collateral and any other additional information for discussion with the community.

The drop-in sessions were advertised on Council's website and through social media.

### Submissions

A number of issues were raised in the submissions that Council received. Staff have provided technical commentary on all submissions, attached to this report as Appendix 1&2

Key notes of consideration highlighted in the submissions include:

- Greater access to Reserves for horses and provisions for horse float parking.
  - Horse-riding along public roads, and improved signage.
  - Identifying areas that could benefit from more trails.
  - That biodiversity be considered in the development of trails, and the adverse effects of creating more access on natural forms (litter, structures)
  - Coastal inundation and erosion in respect to trail development.
  - Providing more information on the history and heritage of our towns and communities through the development of trails.
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- Liaising with landowners.
- The maintenance and design of trails.
- Consideration of linkages to key locations, such as boat ramps, shops, schools.
- Ensuring developers provide paths in new subdivisions.
- Inter-regional connections (i.e. Auckland, Hamilton, Waipa)
- Access to the Waikato/Waipā River and lakes.
- Access to esplanade reserves and unformed legal roads.

Of the submissions:

- 129 (54.4%) of submitters lived within the district
- 105 (44.3%) of submitters lived outside the district
- 3 (1.3%) of submitters did not answer.

And:

- 3 submissions were accepted in part with staff recommending changes.
- 6 submissions were accepted with staff recommending changes.
- 15 submissions were considered out of scope with no recommended changes.
- 90 submissions were received providing no commentary.
- 123 submissions were accepted/accepted in part with no staff recommendations.

It is important to note that the high number of submissions accepted with no staff recommendations largely covered points that were already included within the Strategy document. These submissions were accepted as the sentiment of the submission was inline with Strategy. Additionally, the high number of submissions received with no commentary did provide feedback to the questions that were raised in the submission form.

During consultation, submitters were asked the following questions for feedback, with the following responses.

- What type of trails do you use the most?
    - Paths – 9 (5%)
    - Off-roads trails – 6 (3%)
    - Multi-use tracks – 22 (11%)
    - Cycle and Mountain Biking Trails – 10 (5%)
    - Bridle/Horse Riding Trails – 151 (76%)
  - How often do you use trails in the Waikato District to walk, run, ride, or play?
    - Daily – 24 (12%)
    - Weekly – 95 (48%)
    - Monthly – 69 (35%)
    - Once or twice a year – 7 (4%)
    - Never – 2 (1%)
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- How easy did you find it to use the maps?
  - Very Easy – 14 (6%)
  - Easy – 50 (23%)
  - Okay, but could be improved – 101 (46%)
  - Difficult – 43 (19%)
  - Very difficult – 14 (6%)

Additionally, submitters were asked to rank the following statements regarding how proposed trails should be prioritised in the district. The priorities from all the submissions were calculated with the following statements ranked as the most important in descending order.

- Trails that support community aspirations (such as trails outlined in council blueprints, structure plans) – 27%
- Trails that provides an opportunity for increased recreational opportunities and provide economic benefits for the community – 20%
- Trails that connect to the existing or proposed trail network – 20%
- Trails that provide access to parks and reserves and that utilise unformed legal roads – 19%
- Trails that can be used by multiple groups (walking, cycling, riding) – 14%

## 5.1 Options

### Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the hearings panel to consider.

**Option 1 (preferred):** The hearings panel considers each of the submissions and makes decisions on staff recommendations and any resulting changes to the Strategy. This option will ensure the most efficient decisions on submissions and the final wording of the strategy. This is the preferred option.

**Option 2:** Consider the submissions and finalise the Strategy without any changes.

Staff recommend **Option 1** because it is the most comprehensive way to ensure community participation.

## 5.2 Financial considerations

### Whaiwhakaaro puutea

Council has sufficient budget to finalise the Strategy. The budget will go towards finalising the document based on decisions made on the submissions and designing the final document with related images.

It is important to note that staff have placed further funding requests in the next Long-Term Plan to give effect to the strategic actions within the document as well as providing further funding for the trail's development going forward. These funding requests will be considered during the Long-Term Plan process in 2024.

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### **5.3 Legal considerations** **Whaiwhakaaro-aa-ture**

Staff confirm that both options comply with the Council's legal and policy requirements.

### **5.4 Strategy and policy considerations** **Whaiwhakaaro whakamaaherehere kaupapa here**

The report and recommendations are consistent with the Council's policies, plans and prior decisions. Furthermore, the preferred option (1) would enhance and directly benefit Council's policy reviews providing an improved approach for trail development.

### **5.5 Maaori and cultural considerations** **Whaiwhakaaro Maaori me oona tikanga**

The draft Strategy sets out how Council will work in partnership with Mana Whenua and how the values of kaitiakitanga will be incorporated into the development of trails. During the early-engagement process, staff engaged with local hapu where trails would be appropriate or inappropriate. This has led to some trails being removed from the spatial map due to the nature of the impact on the awa, as well as impacts on wahi tapu.

Additionally, staff have worked closely with Ngaati Te Ata to investigate trails of interest that could provide access to lakes that are current inaccessible as well as opening historic linkages such as the Awaroa River Portage.

### **5.6 Climate response and resilience considerations** **Whaiwhakaaro-aa-taiao**

The matters covered in the Strategy are consistent with Council's [Climate Response and Resilience Policy](#) and [Climate Action Plan](#) and will help it meet its resilience planning outcomes. A new objective has been included into the draft Strategy:

- Environmentally sustainable design is at the art of our connected network.

Principles of sustainability are present throughout the draft strategy, further highlighting the focus of presenting and celebrating our open spaces in an environmentally friendly way.

### **5.7 Risks** **Tuuraru**

The overall risk profile is low. Any submissions with opposing or conflicting recommendations will be discussed in deliberations. Amendments made to the Strategy during deliberations will be discussed during deliberations.

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## 6. Significance and engagement assessment Aromatawai paahekoheko

### 6.1 Significance Te Hiranga

The decisions and matters of this report are assessed as of high significance, in accordance with the Council's [Significance and Engagement Policy](#).

The following criteria are particularly relevant in determining the level of significance for this matter:

- The proposal or decision will affect a large portion of the community.
- The likely impact on present and future interests of the community, recognising Maaori Tikanga (culture values) and their relationship to land and water.
- The community interest is likely to be high.

### 6.2 Engagement Te Whakatuutakitaki

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	<i>All submissions will be considered. A public hearing will allow those who wish to be heard to have their submission considered in person.</i>				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Waikato-Tainui/Local iwi and hapuu
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected Communities
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other; Herenga a Nuku Commission, Sport Waikato, Horse Access Advocacy Waikato Inc, etc.

## 7. Next steps Ahu whakamua

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Upon hearing verbal submissions, the Hearings Panel will consider submissions received, as well as staff comments. Recommendations to the draft Strategy will be made to ensure it meets Council's strategic objectives as well as the needs of the community. Following this, staff will amend the Strategy document to reflect deliberations and present the Strategy to the Infrastructure Committee for adoption.

## 8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

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As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Committee's/Community Board's Terms of Reference and Delegations. <i>Refer to the <a href="#">Governance Structure</a></i>	Confirmed
The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages ( <i>Section 5.1</i> ).	Confirmed
Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy ( <i>Section 6.1</i> ).	High
The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance ( <i>Section 6.2</i> ).	Confirmed
The report considers impact on Maaori ( <i>Section 5.5</i> )	Confirmed
The report and recommendations are consistent with Council's plans and policies ( <i>Section 5.4</i> ).	Confirmed
The report and recommendations comply with Council's legal duties and responsibilities ( <i>Section 5.3</i> ).	Confirmed

## 9. Attachments Ngaa taapirihanga

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Attachment 1 – Submissions with Staff Commentary  
 Attachment 2 – Long Submissions with Staff Commentary  
 Attachment 3 – Draft Connectivity Strategy – clean version  
 Attachment 4 – Draft Connectivity Strategy with track changes.  
 Attachment 5 – Minutes from Connectivity Strategy Submitters Workshop

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ID	First Name	Last Name	Do you wish to be heard at a hearing?	Organisation representing (if applicable)?	Submission Point	Topic of Submission Point	Relevant Section	Staff Comment	Recommended Changes
6934	Adrian	Pyne	Yes	Tauwhare Community Committee	However, the committee has recently provided a 'Blueprint' to Council in which footpaths and roads were identified as the top priority. It also provides some general direction on the extent of footpaths. I note that on the Trail Strategy mapping tool, there is a 'trail' proposed for Eureka with over half of its length servicing rural land, and Tamahere has a proposed extensive network of footpaths but there is nothing proposed for Tauwhare. The community committee - since it was formed in 2020 - has been asking for minor footpath improvements and nothing has yet happened. Tauwhare also has a large new area of land being zoned as Country Living as per the Decisions version of the District Plan. The Committee looks forward to further discussing how the Council intends to support the community.	Prioritisation of Future Connectivity Projects		Accept - noting that the spatial map will remain live going forward into the future and any ideas the community may have for connectivity in Tauwhare can be included.	No Change to Strategy
6933	Sarah	Wilson		All horse riders!!	I ride a LOT on the road, due to the fact I have nowhere to ride on my property. For the most part, people are considerate and slow down, however I am concerned that with the advent of electric vehicles, and the government hell bent on more people having electric vehicles, the road is going to become a whole lot more dangerous as they make no noise. Fortunately for the one that passed me recently, it was coming towards me, so my horse saw it. But if it had been coming from behind, it would have given her a huge fright, even though she is usually totally awesome with traffic.	Electric Cars		Noted - The relationship between horse riders and electric car drivers on public roads is not within the scope of this strategy.	No Change to Strategy
6931	Fiona	Rhodes			There are no trails extending beyond Matangi towards Tauwhare or going along Scotsman Valley Road	Trail ideas		Noted - noting that the spatial map will remain live going forward into the future and any ideas the community may have for connectivity in Tauwhare & Matangi can be included. A preliminary option trail has been added to connect Tauwhare to Matangi	No Change to Strategy
6927	Lyn	Harris			The priorities of each community needs to be carefully considered before funding trails whether they be by walking, cycling, driving or on horse back. On Newell Road we have concrete paths down both sides of the road - a monumental waste of money. Woodcock Road has no footpath at all but the residence have been "crying out" for a footpath for many years.	Trail ideas		Accept - A path running done Woodcock Road has been identified in the spatial map and is rated as high priority.	No Change to Strategy
6928	Lyn	Harris			We have roads accessing the Expressway with no road signage only cycleway signage which drivers find very confusing as it is sending them down the wrong roads! Supporting signage is as important as the trails themselves as people need to find how everything connects around the district.	Signage		Accept - It has been outlined that a signage and wayfinding internal policy has been identified as a strategic action	No Change to Strategy
6925	Catherine	Lang			I live in Matangi and would like to have walking/cycling paths that make it safe to walk/bike between Matangi Village and the Matangi Hillcrest Sports Club on Tauwhare Road, and from there to Tauwhare Pa. Also important is a safe way to walk/bike from Matangi Village along Tauwhare Road to the underpass at Tamahere so Matangi and Tamahere can be connected without having to use a car. Once a path is made to the Matangi Hillcrest Sports Club, a path could go along Hoeka Road, then along Woodside Road and connect back to Matangi Road. Matangi parents on Woodside Road would appreciate the for their children to get safely to Berkley and Hillcrest High School by bike, and also for their own use to connect up with the footpath along Matangi Road to SH26.	Trail ideas		Accept - The trails mentioned have been identified in the trails spatial map.	No Change to Strategy

6923	raewyn	simpson			I am somewhat surprised that Council would want to proceed with trails that are subject to the forces of climate change and coastal inundation. This seems a big backward step especially in times where 'critical' infrastructure and resilience is needed, and 'government' climate retreat and adaption policies are being developed. Pathway development, and pathway failure will also be very expensive for the community to pay for and fix, and rates increases unaffordable for most.	Climate Change		Accept in part. Noting that coastal inundation can affect options for pursuing the feasibility of some trails	Amend Strategy - 6. Objective Three to include a new policy "Ensure that coastal inundation and the effects of erosion are considered in the scoping process for new trails
6924	raewyn	simpson			I am somewhat surprised that connectivity is only considered in way that meets human desires. Biodiversity in the area is far more important than humans and humans must keep their distance (eg spoonbills and other waders. Litter may also become an issue in these special waterways. I am somewhat surprised that, with the increasing crime rate in Raglan, that the safety of Whaingaroa people and property are not more considered. There are perfectly good footpaths in streets that could be widened and used and lead to parks such as the one in Nininihi Avenue. I am somewhat surprised that some members of society think that they have a right and a need to build structures everywhere. Nature is not to be trodden on, there is far more mental connectivity to be had by taking your shoes off and walking along the beach than walking along a constructed pathway. Think carefully about what legacy you want to leave, I suggest to you that it is better to have a legacy of biodiversity and prioritise funds towards critical infrastructure and sustainable rates.	Biodiversity		Accept in part. Noting that the Connectivity Strategy will align with Council's Taiao (Nature) in the Waikato Strategy	Amend the graph in Section 3 to include the Taiao Strategy.
6921	Lesley	Topping	Yes		I'd like to see a connection to the Hakarimata walkway along or near the unformed legal road that is near Morepork Lane. This would make a doable loop of around 4-5 hours from the Parker Road end of the Hakarimatas, or from Brownlee Ave, thus increasing the versatility of this accessible track, handy to Hamilton and environs. Secondly, I think a track along the Old Taupiri Rd part of the Waikato River would be impractical due to the number of private properties significantly impacted (disclosure: including my own) - the flooding risk in parts - and steep unstable bank in other parts. Much better to put it on the other side of the river - just a couple of tricky bits in the near parts of Hakarimata Rd, otherwise plain easy land.	Trail ideas		Accept in part. A trail has been identified utilising the unformed legal road near Morepork Lane to the Hakarimata Trail. A trail running along the river following Old Taupiri Road is one option for connecting Ngaruawahia to Taupiri	No change to Strategy
6920	Janis	Swan			I only said 'yes' because I'm sure there must be some but none that i specifically know about (perhaps you should reworded this question differently to allow for people such as me who know there must be the opportunity for more trails but don't have any specifically in mind)	Trail ideas		Accept - The spatial mapping will remain live once the strategy is adopted. The public will be able to contact staff going forward to include any additional ideas.	No change to Strategy
6917	Dennis	Amoore	Yes		The walkway 206 along foreshore of Cliff st is not required we have sufficiently good grassed verge along the pohutakawa trees and adjacent to road to put a nice foot path and at same time full upgrade to cliff st could be done as its a one way road Walkway 207 along front of houses in Nihinihi Ave not clear whats proposed here and where wakway would be. If was on espanade reserve between house properties and cliff face then be right in front door of some houses. Infact within 2 metres of one if above high water mark then requires sunstantial amount board walk and be very expensive to build. There are already two walkways parralel to this one being along the airfield route 202 and also along the new footpath cycle way on Wainui road. The would be huge opposition to this walkway as well form home owners as there are other options. Also to have 207 as high priority when there are options parallel to it doesnt make sense as there are more important walkways in the area to address first	Proposed Trails		Accept - In light of other submissions received., walkway 206 along Cliff St and walkway 207 along the Nihinihi Ave esplanade have been removed from the spatial map	No change to strategy
6915	Helen	Eschenbruch			Please plan to include horse riding on suitable trails, either already in existence or to be formed. All user types should be considered, no user types should be excluded or blocked from facilities we contribute to via our rates.	Type of Users		Accept - Horse riding has been included in the strategy and bridle trails will be considered going forward for trail development.	No change to strategy
6914	Micaela	Lightfoot			The local trail that runs adjacent to the pokeno waterfall that runs along the river and connects below the state Highway 1 off ramp heading south towards Hamilton. This is a local trail commonly used already by people trying to get to the waterfall.	Trails ideas		Accept - The trail mentioned has been included in the spatial mapping	No change to strategy

6911	Gordon & C	Jowsey			<p>The proposed 207 trail : We feel this could encourage people to unwanted and easy access to private properties. This project will be extremely expensive and the funds could be better spent fixing our roads and footpaths. Footpaths could be made wided across the main bridge to the school for safer access for children and to Petchell Memorial Park as it is very narrow through this area.</p> <p>Residents have paid premium prices for their sections and are rated accordingly</p>	Trail ideas		Accept - In light of other submissions received, walkway 207 along the Nihinihi Ave esplanade have been removed from the spatial map	No change to strategy
6910	Benjamin	Monk			<p>The trail going to Pokeno waterfall appears to take a strange path seen as there is an entrance to the pre-existing trail with a car park further up Te Ara Aukati Terrance.</p> <p>Additionally, there is a missed opportunity to use council land between 42 and 32 Te Ara Aukati Terrance which runs beside the river. This is already a path regularly used by locals to get to the waterfall. The path connects to a footpath near the SH1 underpass as you exit pokeno heading south and connects to Te Ara Aukati.</p> <p>By considering this path it would provide easy and safe access to Kowhai downs and the waterfall. As it is now I have seen on numerous occasions school aged children walking on the road (100km/h) to get to the waterfall.</p>	Trail ideas		Accept - The trail mentioned has been included in the spatial mapping	No change to strategy
6908	Brent	Nijssen	Yes		I think connectivity around the district for recreation is very useful in encouraging people to be active. Being able to link reserves and trails together makes it easier to use them.			Accept - Acknowledge support for the strategy	No change to strategy
6906	Alison	Mackrell			On the Te Araroa NZ Trail is a loop from the Te Pahu/ SH 23 corner- down to the river & along coming back up on the Te Pahu road. It already has arrows marking the entrance at the roadside. But the trail isn't created. So many people follow that trail-going through Whatawahata. Perhaps we should form the marked trail for them & for the community to enjoy.	Trail ideas		Accept - This trail mentioned has been included in the spatial mapping, Noting that the Te Araroa Trail is existing but not formed/constructed.	No change to strategy
6905	Loretta	Tapp			No comments were made.				
6904	Micheline	Newton			Love the proposed tracks that will provide greater exploration of our own areas plus link Waikato up.	Trail ideas		Accept - Acknowledge support for the strategy	No change to Strategy
6903	Simon	Jordan			A focus on access to larger aspirational areas like the west coast or inner harbour reserves would be great. Currently there is very little access to the areas like carters beach and mussel rock (and paper road beyond) and only by boat or private access these are amazing areas. The area identified in Rothery road is an awesome option. There is another paper road further north that is just as amazing. Some of the areas identified have better options to get around as are very steep or dangerous(obviously this would be sorted in detailed planning). Access to the Tuaiwa Ngatipare monument would be great.	Trail ideas		Accept - The trails mentioned have been included in the spatial mapping. The trail to the Tuaiwa Ngatipare monument will need further investigation before identifying it within the spatial map	No change to Strategy
6899	Andrew	Wilson	Yes	Horongarara Ratepayers Association ( Te Akau South ) previously known as the Horongarara Community Group	<p>Our organisation requests engagement with the strategy planners regarding our area. For the purpose of our Ratepayers Association, the Horongarara area is defined by the properties of, and the lifestyle blocks surrounding, the Ryan Rd Subdivision, Te Akau South, Ngaruwahia 3793.</p> <p>Within this area, the Connectivity Strategy has mapped several aspirational trails. We look forward to consultation with the authors regarding planning &amp; prioritisation for the LTP.</p> <ul style="list-style-type: none"> <li>● We have identified community wellbeing &amp; safety as paramount to our members for this Connectivity Strategy submission.</li> </ul>	Prioritisation of Future Connectivity Projects		Accept in part - The prioritisation for trails are set out in the assessment criteria outline in section 9 of the strategy. All trails, including the ones identified in Te Akau South have been preliminary assessed utilising this criteria. Staff are happy to meet with the Ratepayers Association to discuss any trail ideas further.	No change to plan

6900	Andrew	Wilson	Yes	Horongarara Ratepayers Association ( Te Akau South ) previously known as the Horongarara Community Group	Te Akau Wharf Road. After conducting a high level electronic survey; the maintenance and upgrade of the local boat ramp, the jetty ( as well as the road ) were identified as the highest priority by a 90% majority. 1. For locals the boat ramp and jetty are lifeline access points for the community and emergency services. These are our key connectivity points to the services in Raglan & the various trails in & around the harbour 2. Recreational visitors to our area predominantly arrive by boat. Most of these are cyclist or ebike groups who are connected to Raglan trails by water taxi from the boat ramp. Kayaks, SUPs, the water taxi & small pleasure boats also access the all tide jetty which services the area. The safety & wellbeing of both groups 1 & 2 is reliant on the maintenance of these assets & aligns with both the Whaingaroa Harbour & Connectivity strategies.	Boat Ramps/Jetties		Accept - Jetties and Boat Ramps are not within the scope of the Connectivity Strategy. However, boat ramps such as those located at Te Akau provide connections for cyclists and walkers. Boat ramps will be considered under the benefits of the connection portion of Section 9.	Amend 9.1 Benefits of the Connection under point 3 "Connection direct link to a park / open spaces, town centre or transport link e.g. boat ramp.
6900	Andrew	Wilson	Yes	Horongarara Ratepayers Association ( Te Akau South ) previously known as the Horongarara Community Group	<ul style="list-style-type: none"> <li>The HRA has valuable local knowledge to add a higher resolution to the desktop trail mapping.</li> </ul>	Proposed Trails Spatial Map	Appendix 3	Accept - Staff will be continually investigating improvements to the spatial mapping system, including options for a new mapping system. The spatial map will remain live after the adoption of the strategy for any further ideas.	No change to Strategy
6901	Andrew	Wilson	Yes	Horongarara Ratepayers Association ( Te Akau South ) previously known as the Horongarara Community Group	One of the WDC aspirational mapped trails is impacted by high risk hazards & other safety concerns raised by our community. The majority of our members are initially inspired by & endorse alternative options we have identified for consideration. Amongst our volunteer work we maintain and enhance existing reserve tracks & are working towards a long term vision. The HRA looks forward to learning more from the planners involved in the strategy and contributing our local knowledge & perspectives.	Proposed Trails		Accept - Proposed trails identified in the spatial map only provide indicative routes. If a trail is identified for further scoping and investigation, staff will work alongside local community regarding possible high risk hazards and community involvement in the development of new and existing trails	No change to Strategy
6898	Trevor	Hornby			No comments were made				
6896	Tammy	Hohaia			Increase trail access for dogs, the nearest summit trail is in Pukemokemoke which is at least 20 mins away from Ngaaruwaahia. I know the protection of wildlife is important but maybe there can be a registration for responsible owners who may need to attend a course and sign an agreement for keeping dog on leash, vaccines etc, or log book.	Dogs and trail access		Noted - Access for dogs on trails is not within the scope of this strategy. The Dog Control Bylaw 2022 outlines the control of dogs in public places.	No change to Strategy
6895	Charlie	Young	Yes	Whaingaroa Raglan Destination Management Organisation (DMO)	There were community meetings in Raglan in the past where a cycleway/walkway trail access from Raglan to Whale Bay was identified as a top priority. This community priority has not changed over time. Wainui Road is very dangerous to cycle/walk on past the Beach entrance heading to Whale Bay. Some type of cycle lane designation should be provided for.	Proposed Trails		Accept - The trail mentioned has been included in the spatial mapping	No change to Strategy
6894	Stuart	Mackenzie			We object to the proposal to make a trail fronting our property on Nihinihi Ave as this would impact on our privacy and security from break-ins. Also the very high cost of rate payers money to construct this trail could not be justified.	Proposed Trails		Accept - In light of other submissions received, walkway 207 along the Nihinihi Ave esplanade has been removed from the spatial map	No change to Strategy
6891	Megan	Pearson			There needs to be trail access to the west coast beach between Raglan and Port Waikato. This is a great area that is remote and by having a trail access would be of great advantage to all. Access to Mussel rock area where council has an area but with no access.	Proposed Trails		Accept - The trail mentioned has been included in the spatial mapping	No change to Strategy
6890	Chris	Bailey			No comments were made				
6889	Sarah	Addy			Please think of horse riders as drivers these days don't consider us much	Horse and motor vehicles		Noted - The relationship between horse riders and motorists on public roads is not within the scope of this strategy.	No change to Strategy

6888	Louise	Davis	Yes	Our local community Te Akau south.	I care about our lovely community and the future of our next generation. We need to think about the up keep without damaging our existing ground and keeping our visitors on the trails	Maintenance and Design of Trails		Accept - Acknowledge that we need to continue to maintain trails whilst considering conservation	No change to Strategy
6887	Casey	Meiklejohn			Would be great to open up more trails for horses, like have been happening with bikes, following rivers and stop banks seam like a fairly easy way to get access. making trails that then join to forest etc. or other horse recreation areas, so that dont always have to float think long term it would be awesome to get bridle trails that link so eventually can travel by safe trails through the district and beyond, enabling access to the beaches as well. also as well as specific trails! potentially look at the managatawhiri river stop bank where the Te Aroha trail walkers use a option to open to horses aswell.	Proposed Trails		Accept - A number of trails have been identified that follow rivers and stop banks that could be utilised for horse riding.	No change to Strategy
6888	Casey	Meiklejohn			It would be good if the grass road vergers could be made more user friendly for horses. need a with of grass preferably on the other side of the drain to the road, that is mowen so safe to ride on. that way give room between trafic and horses. this will enable further horse travel, without needing to get access to private land as the road coridor is all reasy there. ( some good examples of this working is along the taupo bypass road, before you get to the napier/ taupo turn off. )	Maintenance and Design of Trails		Noted - Council would not expand its current programme of grass verge mowing in rural area. However in the case of scoping a potential bridle trail that would follow a grass verge, it would be evaluated whether regular mowing would be acceptable. The existing specifications outlined in Section 7 for Bridle Trails note a 2 metre grass strip as an preferred surface.	No change to Strategy
6886	Shikha	Parmar			No comments were made				
6885	Stephen	Prendergast			Where trails form part of an existing road network the trails themselves should have signage to identify that other road users - non vehicular, are sharing the road. Formal and informal recreational groups are already defining routes and activities as well as interacting with land owners where required to achieve access for events or seasonally. Bikepacking Waikato is one such facebook group who is organising suitable group rides on an occasional basis.	Signage		Accept - It has been outlined that a signage and wayfinding internal policy has been identified as a strategic action.	No change to Strategy
6884	Grace Margaret	Wilcock	Yes		Connectivity Strategy - this title is misleading as I missed studying the document because I believed it was road links only. Planning & Policy - add under National Context, 'Walking Access Act 2008'	Planning and Policy		Accept in part	Include "Walking Access Act 2008" under the National Context heading on page 5 of the Strategy
6885	Grace Margaret	Wilcock	Yes		Benefits of walking...- environment; any impact only is significant if trails link to road network, local shops, schools, hubs, parks and public transport	Benefits of Walking, Cycling, Mountain Biking and Horse Riding		Decline - Further context is needed	No changes to Strategy.
6886	Grace Margaret	Wilcock	Yes		Key Issues - liaison with landowners [including adjacent] is not happening soon enough. Landowners should be part of the stakeholder list.	Key issues		Accept in part	Include Land Owners as Stakeholders, Appendix 2
6887	Grace Margaret	Wilcock	Yes		Strategy objectives 1, no 4 - Education initiatives; where, by whom, what cost and who finds?	Education		Accept in part - Council will support and promote programmes run by organisations such as Sport Waikato and the Police regarding walking and cycling safety initiatives within the district. Staff believe no further context is required	
6888	Grace Margaret	Wilcock	Yes		objective 2, no 3 - liaise with owners; council to be more proactive and earlier in any process.	Public Accessibility		Accept in part	Amend Policy 3, Objective 2, Section 6 to read "Proactively advocate and liaise with private landowners in order to establish trails

6889	Grace Margaret	Wilcock	Yes		objective 3, environmentally sustainable design;only if all links to everyday activities are also part of design.	Maintenance and Design of Trails		Decline - Further context is needed	
6890	Grace Margaret	Wilcock	Yes		objective 4, no 2 poled routes - what are these, is this meant to be 'polled routes'?	Grammatical Issue		Decline - Correct spelling	No change to strategy
6891	Grace Margaret	Wilcock	Yes		Section 8 How strategy implemented [working with developers] - no evidence currently that council is ensuring developers provide paths/trails within new or recent developments [eg. Pokeno]. Good Town Planning should not be over ridden by developer changes that are detrimental to the community.	Development Opportunities		Noted - A large number of trails have been built during the pre-application process for comprehensive developments. Council works with developers to identify suitable routes and specifications for trails to be vested to Council. These can be found in developments in Pokeno, Tuakau and Te Kauhata	No change to strategy
6885	Grace Margaret	Wilcock	Yes		Section 9, 9.3 Other considerations, Topography & detail design & Known obstacles - local knowledge of trail areas should be acquired prior to any detailed design. Route selection should not be confirmed until reality is a possibility. Eg. gully routes where water level can rise 2m and trees can be a major hazard.	Topography & Detailed Design		Accept - Existing wording outlines the concerns raised regarding route suitability.	No change to strategy
6886	Grace Margaret	Wilcock	Yes		Appendix 2, Stakeholders - add landowners.	Stakeholders		Accept	See previous comment
6886	Grace Margaret	Wilcock	Yes		General comments. Councils and council departments should not be working in silos.Mixed use trails are a problem for safety regarding speed of cycles and scooters and 90 degree corners. Trails that flood frequently should be avoided due to issues of maintenance cost and access of machinery. Public meetings. Not promoted enough. Why is Tamahere usually last in the list with the minimum time then available to get questions answered before submitting. Some of my comments may have been resolved if I could have attended this meeting. Questions predetermining outcome is a danger with this type of submission process.	Miscellaneous Comments		Accept in part - Matters relating to safety are covered in Section 7 - Multi-use tracks. Issues relating to erosion and flooding would be dealt with during the scoping process and its outlined in 9.3 Other Considerations - Topography and Detailed Designed.	No change to strategy
6878	Teresa	Hayes			List of all trails with -Parking information -Grade of trail distance loop trail or not -Toilet other facilities -Suitable for who bike dogs horses	Spatial Data		Accept in part - Staff will discuss with the spatial developer regarding these options for trails distances and grades. Other issues are not within the scope for the primary use of the spatial map, which is to outline where proposed trails are located.	No change to strategy
6864	Cathryn	Peacocke			I would just like to share my support for horse riding trails - it's the oldest form of transport really, eco friendly and great for mental health.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to strategy
6863	sonia	swinbourne			Please consider how many horse riders there are in the Waikato area and incorporate multi use trails.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails/Multi-use paths	No change to strategy
6861	Luisa	Peterson			No comments were provided				
6860	Ange	Carson			The kapiti district have a great shared trail system that could be used as a model	Miscellaneous Comments		Accept - Staff will contact Kapiti Coast District Council for learnings that we can take forward into the future.	No change to strategy

6859	Lucy	Marshall	Yes	Horse Access Advocates Waikato Incorporated (HAAWI)	According to the feedback from our members there is a fear shared by women that they don't always feel safe exercising on their own in open spaces, and with increase in crime there is a perception that we as women are less safe. Riding horses is a safe way for women to enjoy outside spaces and exercise, in the knowledge that they are less vulnerable while riding a horse. Horse riding is a sport accessible to all ages and a range of demographics, recreational riding is a great and accessible sport for disabled riders, and has been proven time and time again as therapeutic and fantastic to boost mental health & well-being for all participants (horses included), so with this in mind riding trails need to be accessible locally. With increased urbanisation riding is being pushed towards elite status as riding areas become more scarce, and pricey private venues are the only option.	Support for Birdle Trails		Accept - Acknowledge support for Bridle Trails	No change to strategy
	Lucy	Marshall		Horse Access Advocates Waikato Incorporated (HAAWI)	Most people now that own horses don't have land to ride on and are being pushed to use these exclusive venues, whereas in times past horses were a form of transport and recreation, they have helped us cultivate our food and went to war. Nowadays it's not even safe to ride of the road! The equestrian community is a significant financial contributor to the Waikato economy, and needs to be recognised and supported with equestrian bridle / multi-use trails access.	Support for Birdle Trails		Accept - Acknowledge support for Bridle Trails/Multi-use trails	No change to strategy
6858	Kate	Pronger			No further comments				
6856	Lisa	Berejoni			No further comments				
6854	Rebecca	Fuller			There should be more tracks and linkage to Hamilton City's, Waipa's	Trails ideas		Accept - Noting that the strategy outlines this in Section 5, page 8.	No change to Strategy
6853	Sally	Linton			parking for horse floats and trucks at riding sites - links to other information - ie whether open or closed (for maintenance, weather or other reasons) any rules or other useful information is using the trail	Spatial Data		Noted - The General Policies Reserve Management Plan Section 2.2.4 outlines policies relating to parking. This includes 2.2.4c "Whether it is both physically and financially feasible to provide parking facilities and 2.2.4g "Volume of parking based on regular daily usage (as opposed to peak parking)".	
6851	Shaun	Jackson	Yes		I think each town in WDC is going to have different priorities Tuakau has an opportunity to connect most of our reserves with trails to the Waikato river and only pass through around 5 different landowners. This opportunity will pass as more development happens so would be keen to see something done with it	Trail ideas		Accept - Trail options linking the CBD to the river have been identified. If any development occur within the 5 properties Council will work with them to improve connectivity.	No change to Strategy
6850	Jenna	Robinson			No further comments				
6849	Sandy	Rawlings			Cyclists have "taken over" or reduced many existing trails that we have used for years. This has been an unfair situation now and many horse riders have given up because of it. Horses and cyclists can share and this has been proven in many other countries including the USA and UK. I am very pleased to see that Bridle Trails have been included as an option in this strategy. We just need to continue in this positive way as more people realise that cycling is not the only sport that requires safe trails.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6848	Deb	Lawton	Yes		Horse riding is environmentally friendly transportation. Include horse riding in all your sports / recreation plans.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6844	Alexander	Stoehr			Mapping not suitable to find horse trails	Spatial Data		Accept - Staff will work with the spatial developer to see how proposed bridle trails can be more easily identified.	No change to Strategy

6840	Angelika	Anderson	Yes		I am really pleased to see that the needs of horse riders are considered and appear to be well-informed (i.e. the potential grading of trails). I think the lack of off-road horse riding trails in the Waikato is understated. Most people I know ride on private properties, which means they need to know the owner and there are usually costs. Asking 'which type of trails do you usually use' is not going to give you a true picture, as people cannot say 'riding trails' if none are available. This is the case for me. If such trails were available that are suitable for me, then I would use them a lot! Currently the only true answer I can give to that question though is 'off road trails' as some are available and I like walking my dogs there. I have lived in 4 different countries (NZ, the UK, Germany, and Australia) and other parts of NZ (West Auckland). Where I live now (Te Pahu) is easily the poorest in terms of access to safe off-road horse riding trails.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6841	Angelika	Anderson	Yes		Riding on grass verges is often impossible due to i) heavy / fast traffic, and ii) verges used for grazing and often continuously fenced off.	Grass Verges		Noted - Council would not expand its current programme of grass verge mowing in rural area. However in the case of scoping a potential bridle trail that would follow a grass verge, it would be evaluated whether regular mowing would be acceptable. The existing specifications outlined in Section 7 for Bridle Trails note a 2 metre grass strip as a preferred surface.	No change to Strategy
6839	Ailene	Mclaren			Horse riders are lacking in safe places to ride. Bridle trails will enhance areas for family use. Many parents ride alongside their children. It would be nice to have some horse only trails.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6836	Kimba	Allison			Help us get our horses off the road. Shared trails with riders, walkers and cyclists work so well in so many other areas.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails & Shared paths	No change to Strategy
6835	Brigid	Verry			Map maybe needs to be more phone friendly? I found difficult to see what other ones I can use	Spatial Data		Accept - Acknowledge when the map is transferred to the public website that it is recommended to be used on a desktop.	No change to Strategy
6833	Alisha	Watt			Could not see the keys or the horse trails pointed out on the map via my phone.	Spatial Data		Accept - Acknowledge when the map is transferred to the public website that it is recommended to be used on a desktop.	No change to Strategy
6832	Tyla	Qualtrough			Would love to see more horse trails in the Waikato, riding locations are limited and often face abuse when riding on wide country road verges.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6830	Tania	Christensen			No further comments				
6829	Amanda	Pink			Keen to have safe places to ride horses	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6828	Sarah	Foster			More trails for horse riding would be great!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6827	Alison	HOLTOM			Horse riding access everywhere and anywhere	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6826	Toni	O'regan			Please for once included us equestrians, we are always left out, bullied by cyclists and all we have been asking is to be included, a safe place to ride trails on our horses in the more immediate waikato, ie te aroha	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6825	Sara	Murphy		I am a member of the Pirongia Horse Riders Club and also the Weekday Horse Trekkers group	The idea behind the strategy is brilliant for so many of us who want to get out and ride/walk/cycle. It would be amazing to see more horse riding trails/bridle paths as it is very limited for safe, accessible horse riding places in this district	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6824	Kevin	Carney			Horses have few trails we are allowed. Council needs to look at allowing horses on more existing trails and considering them when developing new trails	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy

6823	Corrina	Carroll			Bridle ways are required there needs to be more easily accessible areas for horse riding activities. The lack of inclusion of horses in recreational activities planning over the years has been appalling and this huge community needs areas we can use.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6822	Sue	Easter			There are tracks but not really well known due to lack of signposting - eg out Te Akau way there is one at St Alban's Church- I only found out about this by talking to someone (a couple of years back)- no idea it was even there! Not certain who maintains this track but we do a lot of work ourselves on it occasionally as it is overgrown and had trees down over the track for months. Tracks/walkways to the beach - again poorly marked and maintained (off Te Akau Coast Rd). Great seeing the walkway near the Zoo. More needed like this. Lake walks and to be safe. Huntly has a great walk Puketirini - if your car isn't broken into. I belong to a small hiking group and to find walks is quite hard to find around 3-4 hours - and sometimes info about them is not up to date. Countryside walks in the bush and linking up would be great but no suggestions as to where or how sorry. As be private land involved most likely. Some of the proposed tracks look great - Huntly area, Pukemiro, Te Uku. Not just cycle trails though - lack of walks in North Isl compared to South Isl.	Proposed Trails		Accept - The St Albans track has been included in the spatial data. The Spatial data map will remain live and any further suggestions for trails can be added going forward into the future.	No change to the Strategy
6819	Megan	Maher	Yes		What are possibilities for developing a Trail along Waikato river, from Tuakau Bridge to Port Waikato, and maybe southward from the Port. Ambitious I know but would be amazing for walking, biking and riding!	Proposed Trails		Accept - The proposed trail has been already identified in the spatial map	No change to Strategy
6817	Sue	Crow			Please preserve and increase the access for horse riders - we have so many restrictions but horseback and carriage access was vital in the history of NZ	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6816	Sacha	Neville			No further comments				
6815	Kristine	Brownlee			Bridle paths are so necessary. OSH reasons have decreased possibility of farm riding and this support is not helped by council at all it feels.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6814	Debra	MacWilliam			No further comments				
6813	Bernadette	HEIBNER.			There are so many facilities already available to cyclists. Please start putting more emphasis on beginners and family groups for bothe horse riding and walking. We have all got to start somewhere and beginners need support. Accessibility .... Some trails for folks with limited mobility	Support for Bridle Trails		Accept - Acknowledge support for Bridle/Walking Trails	No change to Strategy
6812	Andrea	Holbrook			Id love to see more trails and access ways all over new zealand	Support for trails		Accept - Acknowledge support for trails	No change to Strategy
6811	Renee	Kelly	Yes		We just need more safe areas to ride horses. We road ride and people fly past We have been abused had the fingers pulled at us and people putting us in danger and I'm always riding with my kids who are often on little ponies so quite clearly children and we still get this. Horse riding is a national sport and provides as an industry so much to the nation, it should be accommodated much more than it is	Support for trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6810	Betha y	Judson			No further comments				
6809	Dawn	Hibbs			Mapping needs to be more phone friendly.			Accept - Acknowledge that there are some useability issues with the spatial map. Further improvements will be made going forward to make it more user friendly, whilst acknowledging that the scope of the map is currently limited to just outlining proposed new trails.	No change to Strategy.
6808	Lee	Smith			Thank you for including bridle parks in this. There are getting fewer and fewer places where people can ride with the roads being so dangerous now.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6807	Johanna	Coats			No further comments				

6806	Tanya	Grey			Thanks for including horse riders in your planning. As land has gotten more expensive, most of us can't ride on our own land as it's not big enough and/or when it's wet as we can't afford an arena. Riding on the road has become increasingly dangerous as rural areas become urbanised and traffic levels increase and as urban drivers don't take as much care around horses it can be really scary using the road. Waiuku forest is the main place I go to ride but other options would be amazing - perhaps Bridle trails alongside selected rural roads with suitable space and fencing between the road and the bridle trail? This would be amazing. Most horsey people are happy to share with walkers and cyclists.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6805	Rebecca	Howard			No further comments				
6804	Daria	Dragla		HAAWI Inc	No further comments				
6803	Jeanine	Fowlet			We need a space for horses. we only need 1m of dirt beside a path. The 3 modalities of walker bikers and horses go well together as we have proven with the Great NZ Trek over 16 years. To be excluded just shows how far removed ppl are from an animal that created the trails in the 1st place. It looks like planners have no experience with the horse and are too unfamiliar with a horse. Therefore excluding them without any valid reason.	Support for Bridle Trails		Accept in part - Acknowledge support for Bridle/Walking/Cycling Trails	No change to Strategy
6802	Debbie	Buitendag			No further comments				
6800	Maria	Cleland			No further comments				
6799	Sarah	Ellesmere			No further comments				
6798	Erana	Shattock			Safe Horse riding options needs to be included within the plan	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6797	Epona	Keller	Yes		Would like to see where Horse accessibility is allowed and where dogs are and are not allowed to walk	Support for Bridle Trails		Accept in Part - Acknowledge support for Bridle Trails. The Dog Control Bylaw outlines rules for where dogs are allowed to walk.	No change to Strategy
6796	Tina	Nevill			No further comments				
6794	Alison	Ratcliffe			Please include horse riding trails both within existing trails and new ones solely for horses	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6792	Annika	Jackson			It is really important to have trails available for horse riding. Access to private land is becoming harder to secure and riding along the road is dangerous with increased traffic and road user ignorance. Horse riders provide a significant monetary contribution to the economy but typically are not well catered for.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6791	Amanda	Eady			I love the look of the linkage through the west part of the Waikato, ie Ngaruawahia to Whatawhata and Ngaruawahia out to the Raglan harbour, which I imagine would be lovely country. It would be super to have these tracks available to horse riders with facilities for parking, and shared with others. I also trail run (use the Hakarimata/Waingaro Rd loop lots) and would enjoy these tracks. It would be cool to have a track starting in Whatawhata as we go there daily.	Proposed Trails		Accept - Linkages between Ngaruawahia and Whatawhata have been identified in the spatial mapping.	No change to Strategy
6790	Linda	Goldsmith			I often travel through this area to go to competitions and it would be lovely to have more choices of where to go for recreational horse riding	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6789	Heather	Lieshout			No further comments				
6788	Amanda	Mills			Please add Horses Riding Trail areas with sufficient parking	Support for Bridle Trails		Noted - The General Policies Reserve Management Plan Section 2.2.4 outlines policies relating to parking. This includes 2.2.4c "Whether it is both physically and financially feasible to provide parking facilities and 2.2.4g "Volume of parking based on regular daily usage (as opposed to peak parking)".	No change to Strategy
6787	Trudi	McAlees			No further comments				
6786	shirley	collie		NZ Riding Clubs & Bridleways NZ Inc H O R S E Club (= Hamilton Older Riders Social Equitation Club ) Pirongia Horse Riders Group	Are there ANY horse riding areas around Tamahere / Matangi ? This is a huge horse riding population area	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy

6785	Michelle	Petera			No further comments				
6783	Noeline	Jeffries	Yes	Hamilton Older Riders Club	I am an older rider and would appreciate more riding trails for horse riders as main roads are not safe	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6782	John	Lawson	Yes		Trail 241 Marine Parade Esplanade Wainui Road hasn't been used by the new concrete strip laid on Wainui Rd, even though it was in the 2016 Strategy and shown as high priority. Therefore it's unclear when the Strategy will be applied. Trail 240 Raglan Swamp Track has a kink in it. Why? In 2015 WDC published a Wainui Rd to Te Hutewai Rd Track Raglan scoping study ( <a href="https://web.archive.org/web/20160125121146/http://waic.govt.nz/Documents-Library/Files/Your-Council/Agendas-2015/WDC-Raglan-Track-Final-Report.aspx">https://web.archive.org/web/20160125121146/http://waic.govt.nz/Documents-Library/Files/Your-Council/Agendas-2015/WDC-Raglan-Track-Final-Report.aspx</a> ) for reopening Pooley's Rd from Wainui Rd to Karioi to Te Hutewai Rd. That route should be included. Trail 337 Wi Neera Street Raglan is shown as high priority, yet isn't mentioned in connection with proposed work to repair the Wi Neera Walkway. Trail 293 Raglan West has high priority and would provide a valuable cycle link from Greenslade Rd and Lorenzen Bay, avoiding the hills and the main road. Trail 235 Raglan Estuary Track has high priority. It would be even more useful if linked to Trail 293 to form a circuit around Raglan.	Proposed Trails		Noted - The trail data has been updated through the submissions process. The track from Wainui Road to Te Hutewai Road has been added to the dataset. Additionally the recently constructed trail along Marine Parade has been removed and is now highlighted as existing. Staff are still reviewing Trail 240 as whether it would be adequately feasible. For the other trails mentioned, staff would be happy to discuss these further as they are not currently highlighted.	No change to strategy
6780	Sherilyn	Hagan			No further comments				
6779	Katherine	Parrott			The table above where we had to drag our priorities into order of preference: those aren't my priorities, they're yours. None of them fit my thoughts or needs particularly well. In completing that table, I felt forced to order your priorities, rather than give you my thoughts about the types of trails we would like to see, so it doesn't really feel like you're asking for my real feedback. Please ensure that places for people to ride horses are included and considered in this strategy.	Prioritisation of Future Connectivity Projects		Out of scope - More information is needed regarding priorities that should be considered.	No change to Strategy
6778	Sarah	wells			No further comments				
6777	Matt	Turner	Yes		Horse trails please. Not shared with mountain bikers. Just horse bridle paths. More 4x4 tracks too like Thompsons Track.	Support for Bridle Trails		Accept in Part - Acknowledge support for Bridle Trails. 4x4 track are not within the scope of this document.	No change to Strategy
6776	Astrid	Lambert			There are not enough riding/bridleways in the Waikato district with safe parking for horse floats and trucks. Safe parking in this instance means a gated area so that if horses break loose they are unable to get into the road. Horse friendly gates like the Waiuku forest has would be helpful.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6774	Elizabeth	Turner			No further comments				
6773	Margherita	Dekwant			No further comments				
6772	Andrew	Cole			No further comments				
6771	Wendy	Cudby	Yes	Bridle pathways advocate	No further comments				
6770	Rachel	Dickman			Please increase the amount of public spaces and shared tracks that include horse riding. Horse riding is a wonderful healthy outdoor activity that many families partake in regularly. The majority of the public love seeing horses. They want to pat them and stop and say hello - especially the children. Please lets include this healthy and popular recreational activity in many more shared tracks and trails. Many countries around the World do this very successfully.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6769	Janine	Kirkham			There are some unformed roads that potentially could be included. Also tracks around lakes such as Waikare.	Unformed Legal Roads		Accept - Staff to contact the submitter regarding further ideas for trails	No change to Strategy
6768	Alex	Morgan			Would love somewhere more to take my thoroughbred around. More bridle tracks would be great!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy

6767	Abigail	Judson			I would like to mention my support for further horse riding opportunities in the district, currently Waiuku Forest is one of the only places I know you can go (and I have regularly visited), especially with council wanting to further restrict horse access at other beaches.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6766	Teresa	Simons			No further comments				
6765	Anna	Hewitt		Huntly Rotongaro pony club	No further comments				
6764	Bev	Roberts			Please allow for the thousands of horse riders that have few laces to now ride due to all the cycle trails taking over what was originally horse trails - surely we can have shared trails	Support for Bridle Trails		Accept - Acknowledge support for Bridle/Shared Trails	No change to Strategy
6763	Ellie	Morgan			No further comments				
6762	Dee	Millen			Tuahu Forest would be perfect	Miscellaneous Comments		Accept - Acknowledge submission	No change to Strategy
6761	Melissa	Aislabie			Would like to see more safe areas for horse riding	Support for Bridle Trails		Accept - Acknowledge support for Bridle/Shared Trails	No change to Strategy
6760	Debbie	Te Moananui-Edwards			Please consider that horse riding is a vet popular sport and very little consideration is given by council in providing areas with suitable parking and a safe area to unload.	Parking		Accept - Acknowledge support for Bridle/Shared Trails	No change to Strategy
6761	Debbie	Te Moananui-Edwards			Lake D is a prime example wher you can ride but parking and having enough room to turn a vehicle and float is difficult. I enquired about purchasing a key to get acces to where the boats and trailers park but it's only seasonal. Please can horse riders be provided all year round keys at a reasonable cost.	Access to Reserves		Decline - Year round access for key holders would create operational issues that are outside the scope of this strategy.	No change to Strategy
6759	Nickie	Stroud			No further comments				
6758	Jenni	Hamer	Yes	Adult riding, trekking, hunting in Waitato, Bay of Plenty and Rotoua	Please could horse riding be more considered in this country. The Waikato is so central to this very popular sport that gives such joy and such a wonderful pastime for the young and families	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6757	Bronwyn	Rogerson			No further comments				
6756	Sue	Tailby			Just that all horse riders need safe trails to ride here in NZ as the roads are dangerous	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6755	Shirley	Hewetson			Safe places to ride horses needed Other areas have great riding places but not the waikato	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6754	Rebecca	Walker			Please please can you make your trails bike trailer friendly, they currently aren't at all and it's so disappointing	Modes of Transport		Accept - Acknowledge support for cycle trails	Amend Section 7 - Cycle and Mountain Biking Trail - User Access to Trails to include "Pathways development to consider the use of bike trailers"
6753	Aileen	Savage		North Waikato adult riding club	No further comments				
6752	Pauline	Odlum			Would love more places like Lake Kainui where walkers and horse riders can share. We don't need fancy paved tracks, just somewhere safe to park would be amazing	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6751	Teresa	Brannigan			Bridle tracks offer safe and social exercise for rider and horses and clubs	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6750	Vicky	Lancaster			No further comments				
6749	Leanne	Matthews	Yes	HAAWI	More inclusiveness of all to access public land, following rules and regulations	Public Accessibility		Accept - Acknowledge support for more public access to public areas	Include another policy to Section 6.4 "Our trail network will endeavour to provide more access to public land"
6748	Sophia	Donnelly			More safe horse riding trails would be fantastic so we don't have to ride on the road along with milk tankers etc!	Support for Bridle trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6747	Dianne	Campbell			No further comments				
6746	Denise	Thyne			No further comments				
6745	Sharlene	Eichler			There are very few places available for horse riding so it would be great to have places you can go for a decent long ride	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6744	Leanne West	West	Yes	Horse rider	No further comments				
6743	Meredith	MacKenzie			Really want to see some bridle trails, would be very well utilised in this district	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6742	Moira	Haddrell			No further comments				

6741	Kathie	Shepard			I have a small horse and carriage and find the roads too busy and not wide enough to drive on. There are not many other public spaces I can use. The only one I know of is Lake Kainui. I would be happy to see more shared spaces for horses, cyclists and walkers.	Support for Bridle Trails		Accept - Acknowledge support for Shared Trails	No changes to Strategy
6740	Catherine	Dollimore			With greater urban sprawl and increased traffic density horse riding along the road verges is now becoming unsafe. Having bridle trails would be so good for recreational riding in safety.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6739	Kay	Whitehead			I would love to see more of the walking tracks have horse access included. (For me especially the Karamu track). Walkers and horses can easily share the same tracks, something that is widely done overseas. Also, paper roads that link up to become accessible bridledways	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6738	Hope	Spooner			More riding/bridle trails please	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6737	Lynn	Perkins			No further comments				
6736	Anne-Mieke	Mulder	Yes		No further comments				
6735	Kaly	Harcourt			Open more bridal paths !!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6734	Scarlett	Hartstone			No further comments				
6733	Keryn	Brown			No further comments				
6732	Kirsten	Warbrooke			No further comments				
6731	Victoria	Marris			Very limited opportunity to ride off your own property. Many other countries in the world have shared trails, even in the centre of large cities. I feel that horse riders are majorly left out in planing of our trails.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6730	Susan	Bilk			No further comments				
6729	Kat	Jenkins			Cycling and walking trails seem to be abundant but horse riding seems to be very limited.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6728	Linda	Mist			No further comments				
6727	Natasha	Sanders			No further comments				
6726	Penny	Hibberd			I would like to see the Queens chain Paths opened up for use by walkers. They are already in existence and very under utilised which is a shame. They need sign posting as public right od ways and access made clear and uninterrupted by fences etc	Trail development		Accept - Section 7 "Types of Users/Categories" notes that signage be provided in areas where it is appropriate. An action outlines in Appendix 1 is to develop a signage and wayfinding internal policy.	No changes to Strategy
6725	Deidree	Harry			No further comments				
6724	Lily	Barratt			No further comments				
6723	Fiona	Scott.	Yes	H.O.R.S.E & Weekday Horse Trekkers.	Horse riding could be included on a lot of the already established walking/biking trails. There is no reason that horses cannot be included the same as on the Kapiti Coast. Please look at these shared paths and consider horse riding as part of future planning. Horse riding bridle trails are in many other areas of New Zealand but Horse riders have been pushed aside way too often in the Waikato. Please pay attention to the many riders in this area. We are after all in the heart of Horse country right here! There are something like 40,000 horses involved in racing but more like 100,000 horses involved in recreational riding. It's time you provide for our needs as well as the cyclists!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6721	Veronica	Moore			No further comments				
6720	Rachael	Elliott			Please provide more bridle paths, it would be great if we didn't have to leave the district to ride. Waiuku forest, rotorua redwoods are great examples of shared trails	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6719	Pat	Taylor			No further comments				
6718	Sirka	Bade			No further comments				
6717	Cookie	Johnson			No further comments				
6716	Gemma	Worth			No further comments				

6715	Paula	Evans						Accept - Shared paths (bridle & walking) are available on Wainui Reserve, Lake Rotokauri, Lake Kainui. During pre-engagement, a number of potential bridle paths have been identified.	No changes to Strategy
6714	Karen	Hay							
6713	Fay	Baylis				No identified locations on the map currently for horse riding / bridle trails presented a clear gap in offerings for the equestrian community. The demand is certainly there for shared use trails.	Support for Bridle Trails	Accept - Shared paths (bridle & walking) are available on Wainui Reserve, Lake Rotokauri, Lake Kainui. During pre-engagement, a number of potential bridle paths have been identified.	No changes to Strategy
6712	Amanda	Campton				Please include more bridle trails. Walkers and cyclists have many options. Horse riders do not.	Support for Bridle Trails	Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6711	Caroline	Kennedy				No further comments			
6710	D	A				There are probably more trails not marked, but others may know more cool trails I don't.	Trails ideas	Accept - The spatial data map for proposed trails will stay live and additional trails have been submitted on an ongoing basis.	No changes to Strategy
6709	Sarah	Gardiner				Putting signage on the ground, where access is public, would be great, some access is blocked in raglan.	Access to Reserves	Noted - The General Policies Reserve Management Plan Section 2.8 outlines policies relate to signage. Policy 3 outlines "Council will provide identification, directional and way-finding signage within reserves for public access purposes"	No changes to Strategy
6708	Shirley	Meier			Weekday horse trekkers	Don't forget the horse riders. They need safe places to ride that are not pristine but natural.	Support for Bridle Trails	Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6707	Rachael	Jenks				Horse riding is hugely popular in the area/(country wide), and there is a serious lack of horse riding friendly areas in this region. Having come from the Auckland region where we were very well catered for with Woodhill Forest and many regional parks along with horse friendly beaches (almost all beaches), it is a shame it is so limited down here. Cyclists are very well catered for these days but it would be great to have access to horse trails or shared trails with other users.	Support for Bridle Trails	Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6706	Jessica	Blissett				No further comments			
6705	Sharon	Jefferies				I believe it is important for individuals, families, friends and communities to have a variety of access options (horses, biking, walking, etc) so people can be outdoors and experiencing our wonderful backyard.	Support for trails	Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6704	Kay	Bell				No further comments			
6703	Karin	Hogan				No further comments			
6702	Sarah	Dyer				Please allow space for horses on multiuser trails, along with standalone bridle trails. There are very few places to ride in the North Waikato area, and a large horse/rider population in this region.	Support for Bridle Trails	Accept - Acknowledge support for Bridle/Multi Use Trails	No changes to Strategy
6701	Lucy	Marshall	Yes		I am part of HAAWI, however this is my personal submission.	Loop rides for horses are preferred over 'out and back' rides. Parking needs to accommodate horse trucks and floats and still permit for cars too. The Raglan Wainamu beach car park (bottom section) is the smallest area you should consider - bigger if the facility will be used by more people - ie Te Kowhai NEW WDC land. Here the parking for horses/dog walkers should be separated from cars/kids/families going to kick a ball around, for safety purposes.	Parking	Noted - The General Policies Reserve Management Plan Section 2.2.4 outlines policies relating to parking. This includes 2.2.4c "Whether it is both physically and financially feasible to provide parking facilities and 2.2.4g "Volume of parking based on regular daily usage (as opposed to peak parking)".	No changes to Strategy

6702	Lucy	Marshall	Yes	I am part of HAAWI, however this is my personal submission.	Here it would be good to have a 3m wide track all around the very edge of this land (Te Kowhai Sports Park) for horses ONLY - grass is fine. Note I say 3m wide, but if there is hedge around the property then this width should be '3m or more' depending on how much space a tractor with hedge cutter requires!!! Think ahead...All trails need frequently located mounting blocks so if people get off their horse to move horse muck from a pathway, that they can get back on their horse (remove reasons for them not to get off!)... Mounting blocks could be of a size that two of three people could sit on them and hence also be resting places for walkers on multi use tracks.	Trail Specifications		Accept in part - Ideas for the Te Kowhai Sports Park will be dealt with during the concept planning and engagement phase for the Te Kowhai Sports Park	Include Mounting Blocks under the specifications for Bridle/Horse Riding Trails outlined in Section 7 - Types of Users/Categories
6703	Lucy	Marshall	Yes	I am part of HAAWI, however this is my personal submission.	Also it would be great to complete the ride around Lake Rotokauri. What has been started there is great - wonderful space and surface, just needs the entire loop to be completed and a PROPER carpark added, again big enough for horse transport and the public...Another thought is the land along side the expressways - generally there is a good 5metres each side that could be made into a concreted cycleway and grass strip trail for horses...	Trails ideas		Accept in part - Plans are in plans to complete the route around Lake Rotokauri. Access to land alongside the expressway largely does not sit with Council and would lie with private landowners and Waka Kotahi	No changes to Strategy
6700	Sarah	Hepper			No further comments				
6699	sue	lincoln			No further comments				
6698	Tamara	Bull			Include more horse riding trails on new paths and also existing ones too	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6697	Anne	MacAulay			Do you ever approach landowners to see if they would be willing to allow trails through or alongside their property? In many countries there are trails across properties. Users are usually respectful. Not sure how agreeable landowners here would be. New developments should always have a walking / cycling / riding trail through them, even if it is just on paper. In the future it might connect to something bigger.	Public Accessibility		Accept - The Strategy outlines objectives in Section 6 to work alongside private landowners to establish trails. Previously examples have occurred in Tamahere and Te Kowhai.	No changes to Strategy
6696	Becky	Ormsby			No further comments				
6695	Shelley	Hale			Bridal paths for horse riding are needed. Equestrianism is a huge area of the sporting economy and there are not many places to ride.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6694	Vicki	Maddever			No further comments				
6693	Melissa	Bayley			No further comments				
6692	Liz	Haines			No further comments				
6691	Natasha	Singh			No further comments				
6690	Kylla	New		Atomic Sport Horses	There needs to be more horse riding trails	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6689	Alison	Cunningham			Good to see horse riding trails included, can be share and care with cyclists as done safely in many overseas countries.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6688	Suzanne	Dowling			Its great that you are including the community. As a WDC rate payer, I would really love to have more options for where I can ride my horse	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No changes to Strategy
6687	Fern	Dickinson			No further comments				
6686	Penny	McKenna			No further comments				
6685	Jo	Keall		Myself	I support your development of shared trails particularly for horse riding as this is a segment of recreational users that is currently not catered for.	Support for Bridle Trails		Accept - Acknowledge support for Bridle/Shared Paths	No changes to Strategy
6684	Sarah	McKinlay			More places for horses to be ridden would be amazing - trails that promote long rides between townships i.e Ngaruawahia to Whatawhata with places to stop along the way would be a dream. Also linking to reserves like the new Te Kowhai block of land where people can park their float/truck and ride around the new reserve, or to other townships. People can ride from their home to reserves using the trail network instead of transporting their horses by truck/float. Reducing the need for vehicles to get to A and B. Providing a safe track away from the road. encouraging outdoor recreation.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths . Also noted that trails have been identified to connect Ngaruawahia to Whatawhata and the Te Kowhai Sports Park	No changes to Strategy

6683	Danielle	Bergin	Yes	Island Child Charitable Trust NZ	Horse riding is a heritage and cultural activity for M?ori and other cultures. There needs to be much better access to trails and multi use trails availability. There are closed off areas that need opening up to community members to use as multi trails. Hunua and Auckland regional parks are a great example. We all pay our rates at WRC and WDC and where is the genuine sports areas? Also Tuakau Youth Centre and Tuakau need much better improved swimming pool , community and recreational facility.	Support for Trails		Accept in Part - Acknowledge support for more access for trails and multi-use tracks. The Tuakau Youth Centre and Tuakau Swimming Pool are not within the scope of this strategy.	No changes to Strategy
6682	Karyn	McQuade			Horse riding is largely forgotten about when planning. However, horse shaped our transport industry and are (now fast) being pushed from areas where we can go hacking. Horse riding is a good recreational activity for health and well being, the same as walking and cycling. Horses require exercise, just like dogs need walking. We need appropriate/safe areas to take horses to do this. Hacking once was a big part of children's lives in NZ but it is being pushed out as there aren't enough safe places to go. Have a look at England - they put a big priority on having bridle paths available and ensuring vehicles are being responsible around horses on the road.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths .	No changes to Strategy
6681	Meike	Nagel			It would be great to have more bridle trails, we have to ride our horses on the road as we don;t own farm land and especially for our children, safe, off the road tracks would be a huge improvement.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths .	No changes to Strategy
6672	shelly	warwick		Kapiti Coast District council ( Councillor) New Zealand Equestrian Advocacy network Kapiti Equestrian Advocacy group	Horse riders are an untapped and undervalued tourism opportunity , build it and they will come. I also challenge your council to do some research into the value of the sport horse in your district. A sport horse (or recreational horse) is any horse not in the racing industry and there are twice as many sport horses in NZ as racing horses. The sport/ recreational horse industry takes ex race horses to use as eventing and trail riding horses, and is therefore part of the animal welfare equation, something that your region should be invested in supporting. There is a high density of recreational horses in your district and region and these all add to the economy of your region and provide income for council on rates for lifestyle blocks and jobs to support the industry. We are also part of the "active modes of transport" and if we are provided safe links to ride between destinations we reduce the carbon footprint of the council as we do not have to haul our horses from A to B in trucks and floats.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths .	No changes to Strategy
6673	shelly	warwick		Kapiti Coast District council ( Councillor) New Zealand Equestrian Advocacy network Kapiti Equestrian Advocacy group	I would be happy to talk to any councillors or council staff on how we have effectively achieved an extensive Cycleway, Walkway, Bridleway (CWB) network in Kapiti and how this has enhanced the lifestyle of the locals as well as putting us in a postition of being ready for Equestrian tourism which others are not providing, and we have many wanting to come and share our network on horseback. I can talk to this via Zoom at the hearing if you would like me to, I have been active on the Kapiti CWB for 7 years, now a councillor and happy to engage with your council but obviously needs to be remotely	Support for Bridle Trails		Accept - Staff to contact Kapiti Coast District Council to gain learnings for their implementation of Bridle Paths	No changes to Strategy
6658	Logan	Jelaca			No further comments				
6657	Beth	Reille			No further comments				
6655	Bridget	Dowsett			Would love after 8 years connecting river road to the cycleway via the smith road paper road, to actually be able to access instead of having to drive to Paterson road to gain access to something so close. Don't feel safe walking on river road 100km area	Trails ideas		Accept - This linkage has already been identified in the Spatial Map	No change to Strategy
6648	Laurie-Anne	Cole			No further comments				
6644	lynda	white			No further comments				
6643	Cr Mike	Keir	Yes	WDC	This is really good, expecially the spatial maps, it would be good to get these widely used by the community or at least get an awareness out to them that they exist.	Spatial Data		Accept - Acknowledge support for the Strategy	No change to Strategy .

6642	Racquel	Sentance			It great to see horse riding being included.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy .
6640	Sally	Clark			In general I would like to see more information about the 'history' of our towns/communities/lands these should be identified along the trails. Who originally owned the land i.e Maori and how and when that changed (even those lands where it was taken by force/illegal theft etc) - be transparent in the telling of the stories of our communities and spaces so that everyone can enjoy them, with an understanding of how those spaces 'came to be'. Knowledge and transparency builds understanding! Not sure whether you do this on plaques along the trail, whatever the means it should not be looked over :-)	Heritage		Accept - Matters related to heritage are found in Objective Two, Policy 2 "Partner with mana whenua and communities about the location, history, and purpose of the trail. Where appropriate, acknowledge and encourage connections to cultural and natural areas, significant areas or landmarks along the trail to ensure access, protection and maintenance."	No changes to Strategy
6637	Anna	Hewitt		Huntly rotongaro ponyclub	No further comments				
6636	Craig	Adamson			Consultation with horse riders regarding access to off road trails is important. Waiuku forest is an excellent example of what can be achieved.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6635	Joanne	McCulloch			No further comments				
6634	G	Wilson			No further comments				
6633	G	K			Horse riding is an integral part of our community, and our history It should be included as much as possible when considering parks and trails	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6632	Dominique	Anderson			No further comments				
6631	Bryce	Mounsey			Need to establish a footpath/gravel path running along side Riverview rd Huntly heading south on the river side of the road. This section is heavily used by walkers and trampers to access the Hakarimata walkways. it is a busy road with traffic including many truck movements to and from the quarry. There are blind corners and little room for walkers except for a small section adjacent the houses through the cutting. It would not take much at all to construct a gravel pathway paralel to the road all the way to Parker road corner.	Trails ideas		Accept - This trail has already been identified in the spatial map	No change to Strategy
6630	Nickie	Stroud			No further comments				
6629	sarah	rice			Im so happy to see the inclusion of horse riding alongside walking and cycling. Fantastic response from the council in principle. It will be good to see some meat put on the bones and have more places to ride in the Waikato.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6628	Jo	Greenaway			No further comments				
6627	Trish	Mythen			No further comments				
6626	Robert	Barlow			Use of unformed road such as Patterson Road in Horsham Downs towards Horsham Downs Primary - form multitude track for walking and cycling to link Hamilton Northern Suburbs to River Cycle track. Also a focus to link the lakes together. To extend River cycle track beneath Expressway, to either exit on River road near expressway, or to use the unused reserve along river and cycle track to come out at the River Road Patterson Road junction. The new roundabout is too dangerous and took away the grass verge families use to use to access cycle track. The about solution elongated this. It does not have to cost huge amounts of \$, a simple mown pathway, board walk under express bridge where the rocks are. That is all that is required.	Trails ideas		Accept - The unformed road connection from River Rd to Horsham Downs via Paterson & Osbourne Roads has been identified in the spatial data. This proposed trail also connects down to the Horotiu Bridge.	No change to Strategy
6625	Belinda	Ware			No further comments				
6624	Helen	Eschenbruch			Please include bridle trails wherever possible, and allow access to horse riders on existing trails where suitable	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6623	Amber	Disley			No further comments				
6622	Dawn	Slater Bosley			Adding more access for horse riding	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6621	Clare	Bolesworth		Traveling with own horses, always wanting new places to stay and ride.	Traveling with own horses, always wanting new places to stay and ride.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy

6620	Shelley	Stevens			No further comments				
6619	Brent	Job			No further comments				
6618	Sharon	Limmer			It's great to see horse riding included. Thank you for recognizing that we too live in the waikato	Support for Bridle Trails		Accept - Acknowledge support for Bridle Trails	No change to Strategy
6617	Vanessa	Rose			Please kindly consider horses in the shared use trails. Other regions and other countries prove that horses can share with other users. I walk, bike and horse ride so I understand each groups needs and see no reason why multi-use can't include all those groups. Plus dogs of course!!	Support for Bridle Trails		Accept - Section 7: Types of Users/Categories , Multi-use tracks outlines that some walking trails can also be utilised by horse riders when practicable.	No change to Strategy
6616	Kylie	Harrison			I can't say if I need more info, because I'm not sure what the colours on maps mean. Tuakau needs a decent walk that can be access from town, similar to be big one in Pokemon that surrounds that pond and wetlands near raithburn road. Or the Huntly lake walk. And Tuakau could use even more "blocks", you can't "walk around the block" from Gibson orJellicoe or Lilli roads. Most people work, so can't come to these day time meetings.	Trails ideas		Accept - A number of potential trails have been identified in Tuakau, as highlighted in the spatial map (with blue dotted lines)	No change to Strategy
6614	Melissa	Dawson			No further comments				
6613	Lizzie	Gurnell			No further comments				
6611	Denise	Lamb		Myself and the tramping club I belong to.	No further comments				
6610	Dirk	De Ruyscher		Raglan Mountainbiking Club	No further comments				
6597	Sheree	Putt			No further comments				
6592	Bruce	Williamson			I have concerns that there is a danger to pedestrians where foot and joint use paths cross roads. eg Where the joint use path along Alfred Main Drive crosses the on ramp to State Highway 1C. Visibility is limited for both pedestrians and motorists, and very few motorists honour the speed limit.	Miscellaneous Comments		Noted - These matters should be addressed during the scoping process for new road and trail designs. Staff will address this with the roading team.	No changes to Strategy
6591	Ross	Galbreath	Yes		The strategy is fine and dandy but without an accompanying document on what the existing trails are; what progress has been made since the previous (2016) document; and what work is planned for the next say 5 years - without this the strategy is just fine words unattached to any on-the-ground reality	Miscellaneous Comments		Noted- Staff are currently evaluating future trail and funding proposals in preparation for the next Long Term Plan. A number of trails have been built across the district since 2016 in Raglan, Tamahere and Te Kauwhata.	
6585	Lois	Brooks	Yes	Retired	We want to stay active and do practical things like walking out daily for community connection, volunteering, socialising and gathering supplies. We want to get our daily exercise in a practical way. Paths need to be useful, taking the shortest distance for practical use. (Modern thinking puts exercise/recreation as a separate thing to everyday life when it should be practically built into everyday life.	Support for trails		Accept - Acknowledge support for the strategy	
6577	Ngairie	Law			No further comments				
Late Submission #1	Shane	Massey			<p>Comments on proposed new trail 207:</p> <p>Firstly, I apologise for the lateness of my submission. I was overseas during August, and only received news of the proposed new trails when I returned home a couple of days ago. I hope that under the circumstances it can be included with the other submissions that Council received.</p> <p>I am firmly opposed to the proposal of trail 207 for the following reasons:</p> <p>The construction of the trail would be exorbitantly expensive for several reasons, including the nature and topography of the land in places along the proposed route, the presence of various obstacles that would have to be breached, and mitigation of safety issues in places where there is a steep drop-off down to the estuary.</p>	Proposed Trails		Accept - In light of this submission, as well as others received, trail 207 will be removed from the spatial data map for proposed trails.	

Late Submission #1	Shane	Massey			In addition to the huge construction costs of trail 207, there would almost certainly be a massive legal cost to Council if the proposed trail were to get the green light. It seems inevitable that the adversely affected land-owners of Nihinihi Avenue, Pokohui Avenue and Taipari Avenue would file a class action lawsuit against Council, and the ensuing legal proceedings would no doubt prove extremely costly to both sides. Council rates for Raglan residents are already very expensive compared to most other regions in New Zealand, and I doubt that many local ratepayers would consider Council's engagement in a prolonged and costly legal battle in order to construct a trail of dubious usefulness good use of their money	Proposed Trails		Accept - In light of this submission, as well as other received, trail 207 will be removed from the spatial data map for proposed trails.	
Late Submission #2	Shane	Massey			The benefits of trail 207 would be minor, and a cost-benefit analysis of the proposal simply does not add up. There is already good connection between Raglan township and the Wainui Reserve area for walkers, either along the beach or via the newly constructed pathways between the Camping Ground and Marine Parade, and along Wainui Road from Marine Parade to the Reserve. If Council really wants to create an additional walking trail, then proposed trails 203 and 202 would make infinitely more sense than proposed trail 207.	Proposed Trails		Accept - In light of this submission, as well as other received, trail 207 will be removed from the spatial data map for proposed trails.	
Late Submission #3	Shane	Massey			The strip of land between the boundaries of the affected properties on Nihinihi Avenue and the bank that drops down to the estuary is narrow, meaning that the proposed walkway 207 would be in very close proximity to these homes. This would result in a number of issues for the homeowners, including a gross loss of privacy, as walkers in many cases would be looking directly into the living spaces of these homes. In addition to loss of privacy there would also be issues of noise pollution generated by walkers and their dogs, and an encroachment on the sense of safety and security of the homeowners. Many of these homeowners are elderly people who would feel very anxious about having a public walkway mere metres from the front of their properties. Serious mental and physical health issues could develop as a consequence of this heightened anxiety.	Proposed Trails		Accept - In light of this submission, as well as other received, trail 207 will be removed from the spatial data map for proposed trails.	
Late Submission #4	Shane	Massey			Many walkers, especially fair-minded ones, would feel distinctly uncomfortable using a trail that so significantly invades the privacy of all the properties along it's length. It could be argued that there are many coastal trails on Rangitahi Peninsula that run between waterfront properties and the estuary edge, but there are some crucial differences between these and the proposed trail 207. These trails for the most part run along a level lower than that of the adjacent properties, and other features including increased separation and strategic plantings further reduce their impact on many of these properties. Additionally, these trails were designed and constructed as an integral part of the Rangitahi subdivision from the time of it's conception. Owners of adjacent properties purchased their land with full knowledge of the trails, and so no decrease in property values or sudden and unexpected loss of privacy occurred. The same cannot be said for proposed trail 207.	Proposed Trails		Accept - In light of this submission, as well as other received, trail 207 will be removed from the spatial data map for proposed trails.	
Late Submission #5	Shane	Massey			In summary, construction of proposed trail 207 would involve a cost burden that was unfair on already struggling Raglan ratepayers, would be of significant detriment to the owners of adjacent properties, and would provide dubious value to a very small number of residents. It makes no sense.  Thank you for taking the time to consider my views,	Proposed Trails		Accept - In light of this submission, as well as other received, trail 207 will be removed from the spatial data map for proposed trails.	
Long Submission #1	Felicity	Brough	Yes	Herenga a Nuku Aotearoa	See long submissions table.				
Long Submission #2	Amy	Marfell	Yes	Sport Waikato	See long submissions table				
Long Submission #3	Charles	Fletcher	Yes	Tamahere Community Committee	See long submissions table				

6933 Sarah	Wilson		I ride a LOT on the road, due to the fact I have nowhere to ride on my property. For the most part, people are considerate and slow down, however I am concerned that with the advent of electric vehicles, and the government hell bent on more people having electric vehicles, the road is going to become a whole lot more dangerous as they make no noise. Fortunately for the one that passed me recently, it was coming towards me, so my horse saw it. But if it had been coming from behind, it would have given her a huge fright, even though she is usually totally awesome with traffic.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6864 Cathryn	Peacocke		I would just like to share my support for horse riding trails - it's the oldest form of transport really, eco friendly and great for mental health.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6858 Kate	Pronger		No further comments				
6853 Sally	Linton		No further comments				
6850 Jenna	Robinson		No further comments				
6848 Deb	Lawton		Horse riding is environmentally friendly transportation. Include horse riding in all your sports / recreation plans.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6840 Angelika	Anderson		I am really pleased to see that the needs of horse riders are considered and appear to be well-informed (i.e. the potential grading of trails). I think the lack of off-road horse riding trails in the Waikato is understated. Most people I know ride on private properties, which means they need to know the owner and there are usually costs. Riding on grass verges is often impossible due to i) heavy / fast traffic, and ii) verges used for grazing and often continuously fenced off. Asking 'which type of trails do you usually use' is not going to give you a true picture, as people cannot say 'riding trails' if none are available. This is the case for me. If such trails were available that are suitable for me, then I would use them a lot! Currently the only true answer I can give to that question though is 'off road trails' as some are available and I like walking my dogs there. I have lived in 4 different countries (NZ, the UK, Germany, and Australia) and other parts of NZ (West Auckland). Where I live now (Te Pahu) is easily the poorest in terms of access to safe off-road horse riding trails.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6839 Ailene	Mclaren		Horse riders are lacking in safe places to ride. Bridle trails will enhance areas for family use. Many parents ride alongside their children. It would be nice to have some horse only trails.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6836 Kimba	Allison		Help us get our horses off the road. Shared trails with riders, walkers and cyclists work so well in so many other areas.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6835 Brigid	Verry		No further comments				
6833 Alisha	Watt		No further comments				
6832 Tyla	Qualtrough		Would love to see more horse trails in the Waikato, riding locations are limited and often face abuse when riding on wide country road verges.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6830 Tania	Christensen		No further comments				
6829 Amanda	Pink		Keen to have safe places to ride horses.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6828 Sarah	Foster		More trails for horse riding would be great!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6826 Toni	O'regan		Please for once included us equestrians, we are always left out, bullied by cyclists and all we have been asking is to be included, a safe place to ride trails on our horses in the more immediate waikato, ie te aroha	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6825 Sara	Murphy	I am a member of the Pirongia Horse Riders Club and also the Weekday Horse Trekkers group	The idea behind the strategy is brilliant for so many of us who want to get out and ride/walk/cycle. It would be amazing to see more horse riding trails/bridle paths as it is very limited for safe, accessible horse riding places in this district	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy

6823 Corrina	Carroll		Bridle ways are required there needs to be more easily accessible areas for horse riding activities. The lack of inclusion of horses in recreational activities planning over the years has been appalling and this huge community needs areas we can use.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6817 Sue	Crow		Please preserve and increase the access for horse riders - we have so many restrictions but horseback and carriage access was vital in the history of NZ	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6816 Sacha	Neville		No further comments				
6813 Bernadette	HEIBNER.		There are so many facilities already available to cyclists. Please start putting more emphasis on beginners and family groups for both horse riding and walking. We have all got to start somewhere and beginners need support. Accessibility .... Some trails for folks with limited mobility	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6812 Andrea	Holbrook		Id love to see more trails and access ways all over new zealand	Support for Trails		Accept - Acknowledge support for trails	No change to Strategy
6811 Renee	Kelly		We just need more safe areas to ride horses. We road ride and people fly past We have been abused had the fingers pulled at us and people putting us in danger and I'm always riding with my kids who are often on little ponies so quite clearly children and we still get this. Horse riding is a national sport and provides as an industry so much to the nation, it should be accommodated much more than it is	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6810 Betha y	Judson		No further comments				
6808 Lee	Smith		Thank you for including bridle parks in this. There are getting fewer and fewer places where people can ride with the roads being so dangerous now.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6806 Tanya	Grey		Thanks for including horse riders in your planning. As land has gotten more expensive, most of us can't ride on our own land as it's not big enough and/or when it's wet as we can't afford an arena. Riding on the road has become increasingly dangerous as rural areas become urbanised and traffic levels increase and as urban drivers don't take as much care around horses it can be really scary using the road. Waiuku forest is the main place I go to ride but other options would be amazing - perhaps Bridle trails alongside selected rural roads with suitable space and fencing between the road and the bridle trail? This would be amazing. Most horsey people are happy to share with walkers and cyclists.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6805 Rebecca	Howard		No further comments				
6803 Jeanine	Fowlet		We need a siace for horses.we only need 1mts of dirt beside a path. The 3 modalities of waljer bikers and horses go well together as we have proven with the Great NZ Trek over 16 years. To be excluded just shows how far removed ppl are from an animal that created the trails in the 1st place. It looks like planners have no experience with the horse and are too unfamiliar with a horse. Therefore excluding them without any valid reason.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6802 Debbie	Buitendag		No further comments				
6799 Sarah	Ellesmere		No further comments				
6798 Erana	Shattock		Safe horse riding options needs to be included within the plan	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6796 Tina	Nevill		No further comments				
6792 Annika	Jackson		It is really important to have trails available for horse riding. Access to private land is becoming harder to secure and riding along the road is dangerous with increased traffic and road user ignorance. Horse riders provide a significant monetary contribution to the economy but typically are not well catered for.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy

			I love the look of the linkage through the west part of the Waikato, ie Ngaruawahia to Whatawhata and Ngaruawahia out to the Raglan harbour, which I imagine would be lovely country.  It would be super to have these tracks available to horse riders with facilities for parking, and shared with others.			Accept - Acknowledge support for Bridle Paths. Trails outlined in the submission has been identified in the Spatial Map	
6791 Amanda	Eady		I also trail run (use the Hakarimata/Waingaro Rd loop lots) and would enjoy these tracks. It would be cool to have a track starting in Whatawhata as we go there daily.	Support for Trails			No change to Strategy
6790 Linda	Goldsmith		I often travel through this area to go to competitions and it would be lovely to have more choices of where to go for recreational horse riding	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6787 Trudi	McAlees		No further comments				
		H O R S E Club (= Hamilton Older Riders Social Equitation Club ) Pirongia Horse Riders GroupNZ Riding Clubs & Bridleways NZ Inc	Are there ANY horse riding areas around Tamahere / Matangi ? This is a huge horse riding population area	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6786 shirley	collie		No further comments				
6785 Michelle	Petera		No further comments				
6783 Noeline	Jeffries	Hamilton Older Riders Club	No further comments				
			Horse trails please. Not shared with mountain bikers. Just horse bridle paths. More 4x4 tracks too like Thompsons Track.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6777 Matt	Turner						
			There are not enough riding/bridleways in the Waikato district with safe parking for horse floats and trucks. Safe parking in this instance means a gated area so that if horses break loose they are unable to get into the road. Horse friendly gates like the Waiuku forest has would be helpful.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths.	No change to Strategy
6776 Astrid	Lambert		No further comments				
6774 Elizabeth	Turner		No further comments				
6773 Margerita	Dekwant		No further comments				
6772 Andrew	Cole		No further comments				
		Bridle pathways advocate	If a map of walking tracks is the only information available then the strategy is so limiting as to be useless			Noted - The spatial data provides a aspirational outline of proposed trails	No change to Strategy
6771 Wendy	Cudby						
			Please increase the amount of public spaces and shared tracks that include horse riding. Horse riding is a wonderful healthy outdoor activity that many families partake in regularly. The majority of the public love seeing horses. They want to pat them and stop and say hello - especially the children. Please lets include this healthy and popular recreational activity in many more shared tracks and trails. Many countries around the World do this very successfully.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6770 Rachel	Dickman						
			I would like to mention my support for further horse riding opportunities in the district, currently Waiuku Forest is one of the only places I know you can go (and I have regularly visited), especially with council wanting to further restrict horse access at other beaches.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6767 Abigail	Judson		No further comments				
6766 Teresa	Simons						
			Please allow for the thousands of horse riders that have few laces to now ride due to all the cycle trails taking over what was originally horse trails - surely we can have shared trails	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6764 Bev	Roberts						
			Tuahu forest would be perfect			Decline - This forest is not located in the district.	No change to Strategy
6762 Dee	Millen		No further comments				
6761 Melissa	Aislabie						
		Adult riding, trekking, hunting in Waitato, Bay of Plenty and Rotoua	Please could horse riding be more considered in this country. The Waikato is so central to this very popular sport that gives such joy and such a wonderful pastime for the young and families	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6758 Jenni	Hamer		No further comments				
6757 Bronwyn	Rogerson						

6756 Sue	Tailby		Just that all horse riders need safe trails to ride here in NZ as the roads are dangerous	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6755 Shirley	Hewetson		Safe places to ride horses needed Other areas have great riding places but not the waikato	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6754 Rebecca	Walker		Please please can you make your trails bike trailer friendly, they currently aren't at all and it's so disappointing	Modes of Transport		Accept - Acknowledge support for cycle trails	Amend Section 7 - Cycle and Mountain Biking Trail - User Access to Trails to include "Pathways development to consider the use of bike trailers"
6751 Teresa	Brannigan		Bridle tracks offer safe and social exercise for rider and horses and clubs	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6750 Vicky	Lancaster		No further comments				
6748 Sophia	Donnelly		More safe horse riding trails would be fantastic so we don't have to ride on the road along with milk tankers etc!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6747 Dianne	Campbell		No further comments				
6746 Denise	Thyne		No further comments				
6745 Sharlene	Eichler		There are very few places available for horse riding so it would be great to have places you can go for a decent long ride	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6744 Leanne West	West		No further comments				
6740 Catherine	Dollimore		With greater urban sprawl and increased traffic density horse riding along the road verges is now becoming unsafe. Having bridle trails would be so good for recreational riding in safety.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6738 Hope	Spooner		More riding/bridle trails please				
6737 Lynn	Perkins		No further comments				
6736 Anne-Mieke	Mulder		No further comments				
6735 Kaly	Harcourt		Open more bridle paths !!	Support for Bridle Trails			
6734 Scarlett	Hartstone		No further comments				
6733 Keryn	Brown		No further comments				
6732 Kirsten	Warbrooke		No further comments				
6731 Victoria	Marris		No further comments				
6728 Linda	Mist		No further comments				
6724 Lily	Barratt		No further comments				
6723 Fiona	Scott.	H.O.R.S.E & Weekday Horse Trekkers.	Horse riding could be included on a lot of the already established walking/biking trails. There is no reason that horses cannot be included the same as on the Kapiti Coast. Please look at these shared paths and consider horse riding as part of future planning. Horse riding bridle trails are in many other areas of New Zealand but Horse riders have been pushed aside way too often in the Waikato. Please pay attention to the many riders in this area. We are after all in the heart of Horse country right here! There are something like 40,000 horses involved in racing but more like 100,000 horses involved in recreational riding. It's time you provide for our needs as well as the cyclists!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6721 Veronica	Moore						
6719 Pat	Taylor						
6718 Sirka	Bade						
6717 Cookie	Johnson						
6716 Gemma	Worth						
6711 Caroline	Kennedy						
6710 D	A		There are probably more trails not marked, but others may know more cool trails I don't.			Accept - We thank you for your submission	No change to Strategy
6708 Shirley	Meier		Don't forget the horse riders. They need safe places to ride that are not pristine but natural.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy

6707 Rachael	Jenks		Horse riding is hugely popular in the area/(country wide), and there is a serious lack of horse riding friendly areas in this region. Having come from the Auckland region where we were very well catered for with Woodhill Forest and many regional parks along with horse friendly beaches (almost all beaches), it is a shame it is so limited down here. Cyclists are very well catered for these days but it would be great to have access to horse trails or shared trails with other users.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6705 Sharon	Jefferies		I believe it is important for individuals, families, friends and communities to have a variety of access options (horses, biking, walking, etc) so people can be outdoors and experiencing our wonderful backyard.	Support for Trails		Accept - Acknowledge support for Trails	No change to Strategy
6704 Kay	Bell						
6703 Karin	Hogan						
6700 Sarah	Hepper						
6699 sue	lincoln						
6697 Anne	MacAulay		Do you ever approach landowners to see if they would be willing to allow trails through or alongside their property? In many countries there are trails across properties. Users are usually respectful. Not sure how agreeable landowners here would be. New developments should always have a walking / cycling / riding trail through them, even if it is just on paper. In the future it might connect to something bigger.			Accept - Acknowledge support for trails. This strategy will help guide Council and developers to implement trails in new developments.	No change to Strategy
6696 Becky	Ormsby						
6692 Liz	Haines						
6691 Natasha	Singh						
6689 Alison	Cunningham		Good to see horse riding trails included, can be share and care with cyclists as done safely in many overseas countries.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6687 Fern	Dickinson						
6685 Jo	Keall		I support your development of shared trails particularly for horse riding as this is a segment of recreational users that is currently not catered for.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6682 Karyn	McQuade		Horse riding is largely forgotten about when planning. However, horse shaped our transport industry and are (now fast) being pushed from areas where we can go hacking. Horse riding is a good recreational activity for health and well being, the same as walking and cycling. Horses require exercise, just like dogs need walking. We need appropriate/safe areas to take horses to do this. Hacking once was a big part of children's lives in NZ but it is being pushed out as there aren't enough safe places to go. Have a look at England - they put a big priority on having bridle paths available and ensuring vehicles are being responsible around horses on the road.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy

			Horse riders are an untapped and undervalued tourism opportunity , build it and they will come. I also challenge your council to do some research into the value of the sport horse in your district. A sport horse (or recreational horse) is any horse not in the racing industry and there are twice as many sport horses in NZ as racing horses. The sport/ recreational horse industry takes ex race horses to use as eventing and trail riding horses, and is therefore part of the animal welfare equation, something that your region should be invested in supporting. There is a high density of recreational horses in your district and region and these all add to the economy of your region and provide income for council on rates for lifestyle blocks and jobs to support the industry. We are also part of the "active modes of transport" and if we are provided safe links to ride between destinations we reduce the carbon footprint of the council as we do not have to haul our horses from A to B in trucks and floats. I would be happy to talk to any councillors or council staff on how we have effectively achieved an extensive Cycleway, Walkway, Bridleway (CWB) network in Kapiti and how this has enhanced the lifestyle of the locals as well as putting us in a position of being ready for Equestrian tourism which others are not providing, and we have many wanting to come and share our network on horseback. I can talk to this via Zoom at the hearing if you would like me to, I have been active on the Kapiti CWB for 7 years, now a councillor and happy to engage with your council but obviously needs to be remotely			Accept - Acknowledge support for Bridle Paths	No change to Strategy
6672 shelly	warwick	Kapiti Coast District council ( Councillor) New Zealand Equestrian Advocacy network Kapiti Equestrian Advocacy group		Support for Bridle Trails			
6657 Beth	Reille						
6648 Laurie-Anne	Cole						
6636 Craig	Adamson		Consultation with horse riders regarding access to off road trails is important. Waiuku forest is an excellent example of what can be achieved.	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6635 Joanne	McCulloch						
6632 Dominique	Anderson						
6629 sarah	rice		Im so happy to see the inclusion of horse riding alongside walking and cycling. Fantastic response from the council in principle. It will be good to see some meat put on the bones and have more places to ride in the Waikato.	Support for Bridle Trails			
6628 Jo	Greenaway						
6627 Trish	Mythen						
6625 Belinda	Ware						
6623 Amber	Disley						
6622 Dawn	Slater Bosley		Adding more access for horse riding	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6621 Clare	Bolesworth		Horse riding trails	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	
6620 Shelley	Stevens						
6619 Brent	Job						
6617 Vanessa	Rose		Please kindly consider horses in the shared use trails. Other regions and other countries prove that horses can share with other users. I walk, bike and horse ride so I understand each groups needs and see no reason why multi-use can't include all those groups. Plus dogs of course!!	Support for Bridle Trails		Accept - Acknowledge support for Bridle Paths	No change to Strategy
6597 Sheree	Putt		No				

Name/Organisation	A hearing will be held in late 2023. Would you like to present your submission to Council at the hearing?	Submission Point	Topic	Plan Section	In scope	Staff Comments
Herenga a Nuku	Yes	1.1 Purpose Herenga ā Nuku notes that the list of recreational uses does not include walking or cycling with dogs. We suggest that dogs are covered in the general heading to reflect the demand for opportunities to exercise with dogs.	Purpose – Dogs	1.1	Not within scope.	This is a matter best dealt under the Dog Control Bylaw.  <ul style="list-style-type: none"> <li><u>Note added to section 4. Enjoyable activity and exercise by the whole family including pets</u></li> </ul>

Commented [RL1]: Submission - Herenga a Nuku

		<p>For clarity, we recommend the document defines the modes of use, for example, by foot, cycle or horseback, as well as by micro modes of transport such as scooters.</p> <p>And then it should provide examples of the reason for using trails: For example, commuting, micro-mobility, getting to school/health centres/shops/cultural/spiritual places, fitness, exercising dogs, social connection, enjoyment of the outdoors, connecting to public conservation areas/coast/waterways for activities such as hunting, fishing, kayaking or rock climbing.</p> <p>Then the above could be referred to as recreational use rather than referring to a combination of modes and reasons for use.</p>	Purpose - Modes of Transport	1.1	Within scope	Add to 1.1 Purpose – <i>Active modes of transport provide alternatives for community, getting to school, fitness, exercise and social connection.</i>
		<p>We strongly support using a live spatial data set to replace printed maps. Using digital maps improves readability, adds flexibility for change and can be viewed using a variety of base layers. We note that the GIS system used in the initial stakeholder engagement was not fit for purpose, cumbersome and unreliable for external users.</p>	Spatial Mapping	1.3	Within Scope	No changes to plan. Staff will explore alternative options or improvements to the existing spatial data system.

	<p>Herenga ā Nuku encourages the council to engage more specifically with mana whenua. By the nature of these principles, ‘we will work together’ etc., could be strengthened to read: Sometimes tangata whenua find it difficult to access wāhi tapu (sacred places) on private land or to cross private land to sites of particular significance. We will seek opportunities to create tracks and trails that enable mana whenua to connect to the whenua, for example, to enable access to sites for mahinga kai, restore ancestral trails and access sites of cultural significance like urupā or wāhi tapu areas. Such trails could be either exclusively for those who hold mana whenua or for public use, depending on the wishes of mana whenua.</p>	Mana Whenua	2.	Within Scope	Amend wording to read “We will work together to address access to <i>wahi tapu</i> , restore ancestral trails and access site of cultural significance like <i>urupa</i> .”
	<p>Under National Context – legislation, add: Heritage New Zealand Pouhere Taonga Act 2014 Climate Change Response (Zero Carbon) Amendment Act 2019</p> <p>Also: Waka Kotahi’s guidance, including ‘Streets for People’ and ‘Healthy Streets’. Under Local context, add: Our vision: Livable, Thriving Connected Communities [Waikato District Council]</p>	Planning and Policy	3.	Within Scope	Include the relevant legislation/principles provided in the submission to the Strategy.

	<p>We support the reasons outlined for promoting walking and cycling [outdoor recreation]</p> <p>Add key benefits:          -Economic benefits arising from greater use of tracks and trails          -Passive surveillance can help reduce crime</p> <p>Increased social connectivity. Post-Covid lockdowns have highlighted the value of being able to recreate locally</p>	Benefits of walking, cycling, mountain biking and horse riding.	4.	Within Scope	Includes the following points within the section. <ul style="list-style-type: none"> <li>• Economic benefits arising from greater use of tracks and trails</li> <li>• Passive surveillance can help reduce crime</li> </ul>
	<p><u>Meeting community needs</u>          Respecting property rights private property rights: Private landowners can be key to creating new access. Herenga ā Nuku can assist in this process. (see <a href="https://www.herengaanuku.govt.nz/about-us/news/news/barbarastuart-of-cable-bay-station-talks-about-allowing-public-access-on-farmland">https://www.herengaanuku.govt.nz/about-us/news/news/barbarastuart-of-cable-bay-station-talks-about-allowing-public-access-on-farmland</a>)          We suggest amending this to ensure that trails are created on either public land or private land where enduring permission for the trail has been secured from the landowner.</p>	What are the key issues we face?	5.	Within scope	Amend the first bullet point under <u>Meeting Community Needs</u> to read: Respecting property rights of private landowners whilst encouraging <i>enduring</i> access agreements.

		<p><u>Meeting Community Needs</u> Balancing the needs of different user groups: We note the importance of recognising that recreationalists' abilities cross a spectrum from those with limited mobility to users with expert and specialist skills. Some tracks will cater for a wide range of user abilities, and other trails will meet highly targeted user groups, such as downhill mountain bike tracks.</p>	What are the key issues we face?	5.	Within scope	Amend the third bullet point under <u>Meeting Community Needs</u> to read: Balancing the needs of different user groups, a variety of fitness levels, mobility impaired and ages. <i>Some tracks will cater for a wide range of user abilities, and other trails will meet highly targeted user groups, such as downhill mountain bike tracks.</i>
		<p><u>Strategic Planning</u> Replace the term "paper roads" with "unformed legal roads", as this terminology emphasises that unformed roads are public roads with rights of access.</p>	What are the key issues we face?	5.	Within scope	Amend the third bullet point under Strategic Planning and replace "paper roads" with "unformed legal roads"

	<p><u>Strategic Planning</u> Have a process to manage working with known and unknown archaeological sites and sites of significance to tangata whenua to reduce the risk to the council of inadvertently damaging sites of significance.</p>	<p>What are the key issues we face?</p>	5.	Not within scope	<p>This issue is best dealt with by WDC's Heritage Strategy. Recommended made.</p>
	<p><u>Health &amp; Safety</u> While the council needs to ensure compliance with health and safety protocols when designing, constructing and promoting trails, it is not responsible for the health and safety of recreational users (refer to Work Safe Guidelines). An overly cautious approach to the recreational use of trails will unnecessarily limit recreational opportunities for specialised activities. While Crime Prevention through Environmental Design (CPTED) is a consideration for track location and design, we recommend balancing this with recognising the value of passive surveillance arising from increased public use of specific areas.</p>	<p>What are the key issues we face?</p>	5.	Within scope	<p>Amend the third bullet point under Health &amp; Safety to read: Crime Prevention through Environmental Design (CPTED) and general safety concerns, <i>noting that trails can provide passive surveillance.</i></p>

		<p>We recommend the replacement of Objective One: Our trail network will be safe....with:</p> <p>Objective One: Our trail network will support, encourage and stimulate current and future use of our trails, promoting the improved physical, mental and social wellbeing of our community.</p> <p>The proposed version provides an aspirational objective with community wellbeing at the core. It should be a given that the council will create trails that are safe.</p>	<p>Objectives &amp; Policies.</p> <p>Objective 1: Our trail network will be safe and promote the mental and physical health benefits of connecting people and places together.</p>	6.1.1	Within Scope	<p>Amend Objective 1 to read: <i>Our trail network will support, stimulate and encourage current and future use of our trails, promoting the improved physical, mental and social wellbeing of our community.</i></p>
		<p>Objective Three</p> <p>Amend Policy 2 to include the potential for new connectivity within and through new subdivisions:</p> <p>Ensure transport and land use planning, particularly proposals for new subdivisions, facilitates trails being well integrated into the active transport network.</p>	<p>Objectives &amp; Policies.</p> <p>Objective 3: Environmental ly sustainable design is at the heart of our connected network.</p>	6.3	Within scope	<p>Amend Objective 3, Policy 2 to read: <i>Ensure transport and land use planning, particularly proposals for new subdivisions, facilitates trails being well integrated into the active transport network.</i></p>

	<p>Objective Four Policies</p> <p>Add 6. Recognise that not all trails require formation to be valuable</p> <p>Add 7. Recognise the economic benefits that can arise from a strong trail network for both domestic and international tourism</p>	<p>Objectives &amp; Policies.</p> <p>Objective 4: Continue to evolve a well planned network to meet our community needs</p>	6.4	Within scope	<p>Include the two policies proposed in submission under 6.4:</p> <p><i>6. Recognise that not all trails require formation to be valuable</i></p> <p><i>7. Recognise the economic benefits that can arise from a strong trail network for both domestic and international tourism</i></p>
	<p><u>Land ownership/accessibility</u></p> <p>We endorse the concept of having a way of prioritising trails so that council investment can proceed rationally.</p> <p>We recommend that land ownership/accessibility criteria be described as enduring public access.</p> <p>The rationale for using land ownership/accessibility is not provided. It might be to give greater weighting for access over public land compared to private land. Herenga ā Nuku suggests that a more useful criterion would prioritise creating access where there is enduring public access over the underlying land. This is more relevant than the underlying landownership. The key issue is not the nature of landownership but if</p>	<p>Prioritisation Assessment Criteria</p>	9.1	Within Scope	<p>Amend 9.1 Assessment Criteria Land Ownership/Accessibility to <i>Enduring legal access</i></p> <p>Amend the analysis point 3 to read: Ownership or legal accessibility established/<i>can be achieved</i>.</p>

		<p>enduring public access can be created for the trail. This would cover public and private land where enduring public access can be secured (via easements or covenants). We recommend that this criterion is changed to:</p> <table border="1"> <thead> <tr> <th>Assessment Criteria</th> <th>Weighing</th> <th>Assessment Criteria and Weighting Analysis</th> </tr> </thead> <tbody> <tr> <td>Enduring legal access for the length of the trail</td> <td>0.08</td> <td>Ensuring that enduring legal access for the whole trail means the trail route is secure, which is important when public money is used to create public assets.</td> </tr> </tbody> </table>	Assessment Criteria	Weighing	Assessment Criteria and Weighting Analysis	Enduring legal access for the length of the trail	0.08	Ensuring that enduring legal access for the whole trail means the trail route is secure, which is important when public money is used to create public assets.				
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Assessment Criteria	Weighing	Assessment Criteria and Weighting Analysis										
Connectivity	0.15	Does the trail connect communities and other trails (for example, DOC, Te Araroa, Te Awa and other WDC trails)? Does the trail provide connectivity to areas that provide recreational activities (for example, fishing or hunting) or areas of scenic value? Does the trail provide connectivity within, between and through residential areas?										
		We encourage the Council to facilitate volunteer involvement in trail construction and maintenance by having clear and practical policies and procedures for volunteer work on trails, including support for the reasonable disturbance of the surface of unformed legal roads to create a new trail.	Other Considerations	9.3	Within scope	<p>Amend 9.3 to include a heading for: <i>Volunteers: Is there volunteer interest in the construction and maintenance of the trail?</i></p> <p>- <u>Amended section 5. Challenges</u> :  <u>Enabling better support for</u></p>						

						<p><u>community led projects to achieve project management, health and safety requirements and volunteer organisation.</u></p>
		<p>We encourage the council to uphold the public right to pass and repass on unformed legal roads and consider how the network of unformed legal roads can contribute to creating new low-cost trails for the district. In particular, we encourage the council to focus on facilitating public use of unformed legal roads that connect people and areas where there is either limited or high demand for public access, for example, to the West Coast (including to Whaingaroa Harbour), areas of significance like the Waikato River, and in areas with anticipated high population growth like Pokeno and Tuakau town centres.</p>	<p>Objectives &amp; Policies. Objective 4: Continue to evolve a well planned network to meet our community needs</p>	6.4	Within Scope	<p>Include a new policy for 6.4 to include “Consider how to improve access to unformed legal roads to improve access to areas of significance”</p>

**Commented [RL2]:** Submission #6901 & workshop notes

	<p>We submit that the strategy would benefit from referencing the WDC Climate Response and Resilience Action Plan Framework so that the benefits and actions to facilitate active transport are written into the strategy.</p>	<p>Planning and Policy – Setting the context of the Connectivity Strategy</p>	<p>3.</p>	<p>Within Scope</p>	<p>The Climate Response and Resilience Policy will be incorporated within the table listed in Section 3 of the Strategy.</p>
	<p>The strategy would benefit from referencing the council's vision of Liveable, Thriving, Connected Communities. For example, we encourage the council to focus on establishing the habit of exercising as a social norm for the community. A good first step is to ensure that places of learning (for example, schools) have practical off-road walking/cycling options for communities to access their local learning centres, supported by no vehicle access at the start and end of the school day, or reduced speed limits around schools, during those times if key routes.</p>	<p>Vision</p>	<p>1.2</p>	<p>Within Scope</p>	<p>Council's vision of Liveable, Thriving and Connected Communities will be incorporated within Section 1.2 of the Strategy. Other aspect of this submission point are either outside of scope or incorporated within the existing strategy or recommended changes.</p>
	<p>Tracks and trails need to be closed occasionally for various reasons, and if the closure is not effectively communicated, it can be frustrating to track users. We encourage the council to consider how it communicates the closure of tracks and trails, and we recommend adding this process to this strategy.</p>	<p>Other Considerations</p>	<p>9.3</p>	<p>Not within Scope</p>	<p>This is an operational issue. Closures do occur for various reasons and the response and communications may differ depends on the situation.</p>

		<p><b>Concluding comments</b>  In summary, we commend updating the 2016 Trails and Trails Strategy, especially using digital mapping.  This new strategy provides the council with the opportunity to reference the changes within the community (planned population growth) and changes to the environment (climate change), and changes in how people recreate (greater self-directed recreation and increasing interest in active transport options). It provides opportunities to realise the connectivity aspirations of tangata whenua. Most importantly, it gives the council a framework to practically implement its vision, Liveable, Thriving, Connected Communities. We encourage the council to embrace these opportunities.</p>	Miscellaneous Comments		Within Scope	No changes recommended. Staff appreciate Herenga a Nuku's submission.
Sport Waikato	Yes	<p><b>Thank you:</b> On behalf of the people of Waikato District, Sport Waikato thank you for your ongoing contribution to play, active recreation and sport. District and city councils are key enablers of physical activity, and your effort and investment are noted and sincerely appreciated.  Specifically, we celebrate council's consistent approach to highlighting walks and activities through its social media channels.</p>	Miscellaneous Comments			No changes. Staff appreciate Sport Waikato's submission.

		<p>A successful Connectivity Strategy document will address the range of active recreation and commuting needs of communities, understanding multi-modal travel options, with the purpose of connecting people, places, and purposes. Importantly, this balance should also consider accessible tracks, trails, and bridle paths required to access bush, off-road, and nature settings (<b>blue and green spaces</b>), as well as footpaths and cycleways of urban settings (<b>grey spaces</b>). Sport Waikato recommends reviewing the terms, definitions, and language used throughout the document to ensure that this balance is met, and for clarity and consistency. Specifically, the use of the word "trails" throughout the document implies an imbalance away from grey spaces, whereas the term "connections" is more balanced and coherent within a Connectivity Strategy document.</p>	Purpose	1.1	Within Scope	<p>No changes. "Connections" is deemed as an ambiguous term that could incorporate more widely other forms of transport outside of the scope of the strategy. Appropriate terms such as tracks (mountain biking), trail (walking) and paths (bridle, foot) have been used to acknowledge readability.</p>
		<p>Waikato adults are active in a range of spaces and places. According to Active NZ (2021), 40% of adults living in the Waikato district are physically active using roads and footpaths, 28% use walkways, 16% access public parks, fields, playgrounds, skateparks or BMX tracks, and 14% are active in or beside rivers, lakes and streams. Community survey results also indicate that walkways/footpaths, beaches, rivers or lakes, parks and reserves, aquatic facilities and cycling tracks are some of the most used locations in the Waikato District for being active, among both individuals and families. For example, 17% of Waikato District's community survey respondents used cycle tracks as individuals to support their physical activity, while 30% of respondents indicated that they use these facilities with their families.</p>	Strategy Objectives and Policies	6.1 Our trail network will be safe and promote the mental and physical health benefit of connect	Within Scope	<p>No changes. Submission point outlined supports the policies outlined in Objective 6.1</p>

				ing people and places together.		
		Sport Waikato recommends that infrastructure that supports families (i.e. toilets, drinking water, shade, seating, tables) and promotes overall quality of provision is considered where appropriate throughout the Connectivity Network. This is because 38% of Waikato District residents who responded to the community survey were either dissatisfied or extremely dissatisfied with walkways/footpaths, while 31% were dissatisfied or extremely dissatisfied with cycle paths.	Other – Amenities		Out of Scope	No changes. Submission point outlines matters that are addressed within WDC Parks Strategy.
		Sport Waikato has recently prepared and submitted a DRAFT Play, Active Recreation and Sport (PARS) plan for the Waikato District to Council staff that includes many comments and recommendations that are relevant to your Connectivity Strategy. We recommend that this PARS document is read and sits in conjunction with the Connectivity Strategy and is used to help guide the 2024 LTP process.	Planning and Policy – Setting the context of the Connectivity Strategy	3.	Within Scope	Inclusion of the Play, Active Recreation and Sport (PARS) (and action plans) plan within the local context diagram.

		We suggest Council consider options to support safe walking, cycling, skateboarding and scootering routes near primary, intermediate and secondary schools to support sustained and increased active transport among young people.	Prioritisation of Future Connectivity Projects	9.1 – Prioritisation Assessment Criteria	Within Scope	Include Schools within the assessment criteria for the Benefit of the Connection assessment. New assessment will read <i>3= connection direct link to a park/open space, township centre or school.</i>
		We encourage Council to consider ways to better connect parks and reserves, shared paths and cycleways to extend the active recreation network and enable active transitions between spaces for walkers, runners/joggers, cyclists and those using skateboards and scooters.	Purpose	1.1	Within Scope	No change – These factors draw the purpose of the Connectivity Strategy.
		We encourage Council to continue to support connections between the Waikato District communities and the natural environment – lakes, rivers, bush – for active recreation, including the provision of cycling, walking/running and hiking trails and safe access to natural bodies of water.	Prioritisation of Future Connectivity Projects	9.1 – Prioritisation Assessment Criteria	Within Scope	No change – These factors are noted under the significance heading within the assessment criteria.

		We suggest it would be useful for Council to undertake an active recreation space/facility stocktake to ensure existing network of active recreation facilities meet the needs of users (e.g., provision of seating, shade, amenities).	Strategic Actions	Appendix 1	In scope	Include within Appendix 1 "Undertake an active recreation space/facility stocktake to ensure existing network of active recreation facilities meet the needs of users (e.g., provision of seating, shade, amenities)."
		We encourage Council to consider provision for the horse-riding community in the district	Other – Bridle Trails		In scope	No change – This strategy will outline the provision for bridle trails within the district.
		The Waikato Regional Active Spaces Plan (2020) states the following summary recommendations to support active recreation; <ul style="list-style-type: none"> <li>• Work with New Zealand Walking Access Commission to develop a network map that provides a hierarchy of provision, reflecting access, proximity and challenge of each track and trail</li> </ul>	Other – Trails Spatial Map	Appendix 3	In scope	No change – Staff have developed a spatial map to identify proposed trail. Further work is required and the sole purpose of the existing map is to show proposed trails, not to highlight our existing network.

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	<ul style="list-style-type: none"> <li>• Develop a connected, boundaryless cycling and walking network that links to other play, active recreation and sport sites</li> <li>• Continue investment in development of cycling and walking tracks &amp; trails where need is identified</li> <li>• Focus on optimising and maintaining existing assets</li> <li>• Focus on flexible, accessible, and inclusive provision for all, including low participation groups and aging population.</li> </ul> <p>Sport Waikato encourages Council to consider these priorities within the development of the Connectivity Strategy as a key partner in the Waikato Active Spaces Plan.</p>	Prioritisation of Future Connectivity Projects	9.1	In scope	The priorities in the submissions are set out within the prioritisation assessment criteria within the strategy.
	71% of young people in the Waikato District are using active transport to travel to and from school, according to Active NZ (2021). Sport Waikato celebrates this figure and encourages the council to use the Connectivity Strategy and town concept planning opportunities to support more people to choose safe active transport modes for their short-trip journeys. Organisations such as LivingStreets.org.nz make specific recommendations and considerations for school travel.	Prioritisation of Future Connectivity Projects	9.1 – Prioritisation Assessment Criteria	Within Scope	Include Schools within the assessment criteria for the Benefit of the Connection assessment. New assessment will read <i>3= connection direct link to a park/open space, township centre or school.</i>

	<p>Additionally, the opportunity to provide play and playful opportunities outside of formal playground settings through choice-architecture could be explored and included.</p>	Types of users/Categories	7.	Within scope	Amend under the Paths (Walking) heading to read: <i>Paths should be evaluated whether play and playful opportunities can be provided outside of formal playground settings.</i>
	<p>The Waikato District Community Survey also indicates that 46% of respondents used active transport to access locations to be physically active. The most common modes of active transport were walking/running (30%), cycling (13%), Horses (4%) and skateboarding/scootering (3%). Connectivity was highlighted as both a barrier and opportunity to support active recreation in the district, with many Community Survey respondents indicating a need for increased connectivity between existing walking/cycle networks within the district (from town to town) and between districts (e.g., Franklin):          “[There are] so few [paths] that actually link up into a nice walking experience that is safe around the town.” (Tuakau resident)          “I’d love more walking options esp. 10km loops with footpaths and fewer scary dogs.” (Te Kauwhata resident)</p>	Other: Proposed Trails		Within Scope	No change to strategy. The spatial data map outlines a number of potential trails/paths that could connect townships together.

	<p>Sport Waikato recommends that access barriers should not be the default solution. Instead, innovative ways should be investigated to retain access for as many people as possible. In addition to the steps, stiles, turnstiles, and kissing gates mentioned in the strategy, many alternative solutions exist, such as gates, squeeze barriers, bar gates, croquet hoops, and other bespoke solutions. These should be considered where appropriate. Additionally, where barriers are installed, they should be clearly communicated to users through websites, signage, and images. This will empower mobility-impaired users to make challenge-by-choice decisions for themselves before arrival about what is or is not suitable, rather than having these decisions imposed by the council.</p>	Types of users/Categories	7.	Within scope	Further discussion with the applicant required.
	<p>Sport Waikato has recently made submissions to the General Policy Reserves Management Plan, Taiao (Nature) in the Waikato, as well as the earlier pre-engagement draft version of this Connectivity Strategy. All of these documents, policies, and strategies play a role in supporting active recreation and physical activity opportunities. Sport Waikato encourages Council to ensure a coherent and coordinated inter-agency approach is taken to fully realize the opportunities and benefits of projects taking place within the Waikato District.</p> <p>We are, of course, committed to sharing with Council the range of insights we have about the need for better connectivity in the district, as well as information about participation trends gleaned from a range of data collection mechanisms such as national, regional and local surveys, ActiveXchange and other data sets.</p>	Other – Interagency relationships		Within scope	No changes to Strategy. WDC will continue to work alongside Sport Waikato and other agencies to deliver projects and support recreational opportunities.

Tamahere Community Committee	Yes	Walking, cycling and bridle trails have been an important feature of the Tamahere ward for many years. They are well supported by the Community and having great trails available during the Covid-19 lockdown vindicates their importance.	Other		Within scope	No change – Staff acknowledge the role trails have had in the Tamahere Community
		TCC generally supports an update of the Connectivity Strategy for Walkways, Cycleways and Bridle trails.	Other		Within scope	No change – Acknowledge TCC’s support for the Strategy.
		For many years: a. TCC has supported locals engaged in the improvement and development of walking and cycling tracks along the gullies in Tamahere together with the amazing work of the Tamahere Mangaone Restoration Trust which is now being supported with a recently approved targeted rate, and b. a top priority in the TCC Blueprint for Tamahere is the support for restoration, revegetation and construction or extension of shared walking and cycling tracks through natural areas, along the gullies in Tamahere, along the Waikato River and the Mangaone Stream (mostly Council reserve land plus the rear of private properties, in	Other – Tamahere Gully Restoration Work		Within scope	No change – Acknowledge the work done by the Tamahere Mangaone Restoration Trust, as well as private property owners for the continued development of trails throughout Tamahere’s gullies.

		consultation with, and agreement of, private property owners).				
		<p>The recent upgrade of established Walkways, Cycleways and Bridle trails (particularly in the Newalls zone), with the Te Awa cycling and walking trail, has seen a lot of concrete laid for this trail.</p> <p>Horses and concrete are not a good mix – generally horse riders will walk or ride their horse on a turf surface – avoiding the road (seal) and concrete of the walkways. Council is invited to consider the potential “unintended consequences” of concreting the walkways, cycleways and areas where horses are ridden as bridle trails.</p>	Types of users - Multi-use Tracks	7.	Within scope	No change – Staff acknowledge the large volume of submissions received from the horse riding community. More consideration will be made during the scoping process for trail on suitable surfacing if it is deemed as a possible route for horse riders.
		<p>Priority for all trails need to be Community driven, with appropriate consultation. Each may have a different purpose or reason, so its design may be different. Development of trails, walkways, shared spaces etc. should always be Community prioritised and driven. E.g. TCC has really found it difficult to get a walkway agreed by Council for Woodcock Road, which is now a really busy area. TCC and the Tamahere Model Country School have expressed multiple safety concerns for Devine Road where a pathway was required from Lil Pumpkins to the</p>	Other – Consultation		In scope	No change – This strategy outlines where trails will be prioritised across the district. Walkways for example along Woodcock Road is rated high priority. During the project process, any

		School (a crossing was then put in the wrong place!) Council has informed TCC that it does not currently have the funds to do both the pathway and the crossing				proposed trail will receive consultation.
		Council is to be congratulated for its mahi in mapping the trails across the District. Thank you, keep up the good work.	Structure of the Strategy	1.3 – Spatial Mapping	In scope	No change - Acknowledge TCC's support for the spatial data set.
		The recent consultation process for the Tamahere targeted rate, to support the work of the Tamahere Mangaone Restoration Trust, exposed confusion over general rates spent by Council for developing and maintaining trails.	Other – Tamahere Targeted Rate		Out of scope	To aid clarification, the strategy will guide decision making & prioritise trails across the district.  The TMRT targeted rate will aid the maintenance of trails and ecological enhancement alongside tracks. A forward works programme will be

						<p>supplied by TMRT annually for approval by WDC to ensure appropriate supporting works are undertaken.</p> <p>For Tamahere, the building of new tracks will remain in WDC LTP budgets as Capital Works programmed.</p> <p>Alternative funding sources may be sought by community groups to assist the development or maintenance of trails in their area.</p>
		<p>Council needs to clearly address this issue as the deterioration or lack of maintenance of existing trails and associated recreation areas suggests that the Council is not allocating sufficient resource or priority to such assets in our communities. E.g. The Waikato River bank trail link to the Te Awa Reserve has become so eroded as to be unsafe and overgrown with blackberry and weeds, so is now impassable. This is due to a failure of maintenance by Council – evidencing a lack of funding allocation.</p>	<p>Other – Maintenance</p>		<p>In Scope</p>	<p>Amend 9.3 Other Considerations to include Maintenance – Can this trail be feasibly maintained? Does the topography and location create maintenance issues.</p>

		<p>The Councils 2023-24 Annual Plan discloses that the General Rate income is projected to be \$84,884,000. Spending on roading is 28% - a total of \$23,767,520. Footpaths, walkways and cycleways are included in the "roading" expenditure, including maintenance. What is not stated is how much is budgeted for maintenance! \$957,900 (0.0128%) is budgeted to be spent on "new footpaths". Where is the maintenance budget???</p> <p>Priority (be) given to allocating a specific budget to maintaining existing trails and associated recreation areas and adopting more efficient and cost effective ways of completing such maintenance in a timely manner.</p>	Other – Maintenance budget		Out of scope	<p>Trails maintenance is included within the key partnership contract with Citycare. Further correspondence can be required through the TCC communication channel if required.</p> <p>No changes proposed to the strategy document.</p>
		<p>Councils Annual Plan:</p> <p>a. expresses a Vision for "Liveable communities ... well-planned and people-friendly, providing for a range of quality residential options, social infrastructure, walkways and open spaces. ... and ... Connectivity through roads, cycleways, walkways ... ", and</p> <p>b. makes an aspirational statement "considering the overall financial picture, Council's approach continues to be ... Maintaining existing assets ...", but</p> <p>c. fails to identify the funding allocated for actioning that Vision and aspiration!</p>	Other – Maintenance budget		Out of scope	<p>No changes proposed to the strategy document.</p>

		The Council Annual Plan records “Residents and ratepayers get value for money because we find innovative ways to deliver strategic, timely and fit for purpose infrastructure and services at the most effective cost.” but those of us who have dealt with Council over many years know this is NOT true.	Other – Strategic Thinking		Out of scope	This matter is out of scope of the strategy.
		The current bureaucracy of Council, red tape, compliance requirements to the nth degree, all add substantially to the delay and cost of making things happen. E.g. the current chair of the Tamahere Community Centre Inc found dealing with Council staff so suffocating and impossible that he took the initiative to do the critical and overdue repairs to the Community Centre in a business-like manner direct with contractors and saved the Tamahere community well over \$100,000.	Other – Red tape and compliance		Out of scope	This matter is out of scope of the strategy.
		Staff turnover, competency issues and the need to avoid repercussions within the Council has compromised efficiency and hugely increased costs, so Council is now doing less and paying much more as a result.	Other – Staff competency		Out of scope	This matter is out of scope of the strategy.

		<p>Most people we talk to report it is currently a costly, cumbersome, time &amp; energy sapping exercise dealing with Council. This needs urgent change.</p> <p>Council should be concerned about its reputation (an easy target for the select few contractors Council recognises/uses) and changing how it “does business” in the community.</p>	<p>Other – Council public relations</p>		<p>Out of scope</p>	<p>This matter is out of scope of the strategy</p>
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Waikato District Council

# Draft Connectivity Strategy 2023

Walkways, Cycleways & Bridle Trails



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# I. Introduction

Walking, cycling, mountain biking and bridle trails serve an important recreational, commuter and micro-mobility purpose as well as providing access to nature and open spaces. Tracks and trails provide many benefits for our communities, particularly for their health and wellbeing. They are popular facilities that are sought after by communities because of the offroad and commuter connections that they provide. They link greenspaces and encourage increased park usage. The provision of connectivity also contributes to alternative modes of transport, a healthy community and to reduce traffic congestion on roads.

The Waikato District has made a commitment to improving connectivity in the district through the development of this Strategy. The Strategy provides an overview of the existing network and with community engagement, future opportunities and priorities have been identified and potential future linkages have been spatially mapped via a live database.

The Strategy acknowledges it is not financially viable for all improvements and track expansions to be undertaken by Council. As a result, it also provides guidance to assist communities in situations where there is local desire for new, improved and/or expanded connectivity networks.

Adoption of this connectivity strategy will provide for a range of opportunities for local communities, and the wider district.

## I.1 Purpose

The Connectivity Strategy aims to promote recreational connectivity through all active modes of transport – walking, cycling, riding. Active modes of transport provide alternatives for community, getting to school, fitness exercise and social connection. This strategy focuses on the district's off and on road linkages (trails and footpaths). It guides decision-making about the provision, development and management of trails and connections, to ensure we have suitable and well used trails and connections, in the right locations, managed in the right way, to meet the needs of our communities.

This Connectivity Strategy is a review of the original Trails Strategy 2016, with incorporation of objectives and proposed trails from the Te Kauwhata Cycling and Walking Assessment 2016, Tamahere Cycle Strategy 2016, and identified projects through our Blueprints process. The adoption of this strategy will replace the Trails Strategy 2016, however the community led documents will remain in their own right and where necessary will give effect to the overarching Connectivity Strategy.

A significant review aspect is the creation of the **live spatial database** and project prioritisation matrix. This spatial database remain in continuous review enabling new connections, recommended paths, and ground truthing to be kept in a central location. The spatial database is then able to be used as the basis for future studies, district and strategic planning and residential development connection guidance.

Ultimately, this Strategy will provide positive guidance to Council, and the community, on how best to promote, manage, plan, and provide for trails and connections in the Waikato District.

## I.2 Vision

The vision of this strategy is:

***A safe, sustainable and well planned trail network  
provided in partnership with our community that connects  
places and people together.***

This vision is in align with Waikato District Council's vision of Liveable, Thriving and Connected Communities. To realise this vision, the Strategy has several objectives and policies.

### 1.3 Structure of the Strategy

#### Connectivity Strategy

- This document discusses the benefits of connections in our district and outlines how they fit in to national, regional and local context. It provides a clear definition of connectivity via trails and identifies the benefit this infrastructure has for our community and the objectives in developing the network. This document categorises trails, defines the level of service and provides a prioritisation matrix for proposed trails.

#### Spatial Mapping

- Supporting this document is a live spatial dataset. This dataset maps all the current, proposed, and aspirational connections identified throughout the Waikato District. The information in the dataset was provided through existing tools and information Council holds, and community consultation and engagement.
- The live spatial maps are supported by a prioritisation table which categorises what connections are existing, what are proposed to be completed in the Long-Term Plan (LTP) and other connections yet to be included in the LTP and completed.

## 2. Mana Whenua

As Treaty Partners, Council will work in partnership with Mana Whenua to implement the principles of kaitiakitanga (guardianship) of reserves and recognise Mana Whenua's connection to the land. The values held by Kaitiaki (guardians or protectors) include their environmental and spiritual ties to ancestral lands, water, sites, wāhi tapu (sacred areas) and other taonga (treasures), and the wellbeing of the community. Council will work with Mana Whenua to understand their aspirations and priorities on how our connections and trails are planned, developed, and managed. Additionally, Council will work together with Mana Whenua to address access to wāhi tapu, restore ancestral trails and access to sites of cultural significance such as ururpa. Kaitiakitanga invites people to form and maintain relationships with the environment in which they live. These values will be incorporated into trail development projects.

By nature of these principles, we will work together to address access to sites and resources to support cultural practices and incorporate sites and of significance to Mana Whenua.

## 3. Strategic Context

The Connectivity Strategy needs to be aligned with other national and regional connectivity strategies, policies, and frameworks, to clearly align with council's broader priorities. This section outlines the setting of the Connectivity Strategy within these documents.

The main pieces of legislation affecting the provision and/or management of trails and connections include:

- Reserves Act 1977
- Local Government Act 2002
- Resource Management Act 1991
- Conservation Act 1987
- Government Policy Statement on Land Transport
- Walking Access Act 2008
- Heritage New Zealand Pouhere Taonga Act 2014
- Climate Change Response (Zero Carbon) Amendment Act 2019

#### National Context:

- Transport Strategy
- Planning Standards
- New Zealand Cycle Trail
- Conservation Policy
- National Walking and Cycling Strategy 2005: Getting there – on foot, by cycle
- Connecting New Zealand 2011
- New Zealand Disability Strategy 2016-2026
- New Zealand Walking Access Commission National Strategy 2010–2035
- Sport New Zealand Outdoor Recreation Strategy 2009-2015
- Ministry of Tourism New Zealand Cycleway Market Research 2009
- Waka Kotahi ‘Streets for People’ Programme Waka Kotahi ‘Healthy Streets’ Programme

#### Regional Context:

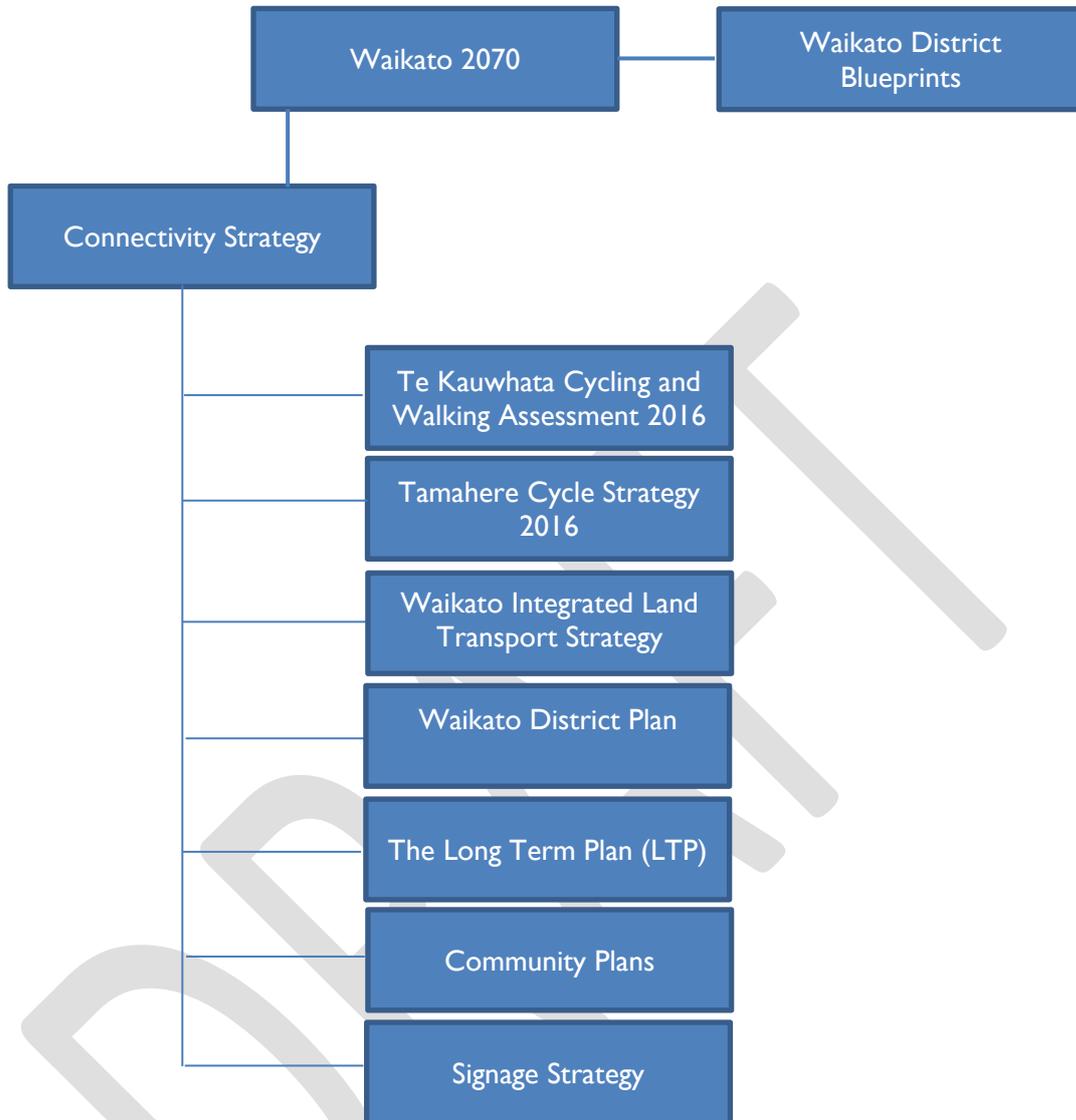
- Waikato Regional Walking and Cycling Strategy 2009-2015
- Waikato Regional Land Transport Plan 2015-2045
- Waikato Regional Active Spaces Plan (3<sup>rd</sup> Edition)
- Waikato Regional Policy Statement (updated December 2018)
- The Future Proof Strategy and Implementation Plan (Draft updated strategy released October 2021)
- Walking Access New Zealand - Franklin North Waikato Tracks and Trails Strategy (May 2020)

#### Local Context:

The following table lists the key strategic documents which will form a foundation for the Parks and Facilities activity in terms of forward planning and direction. It shows how the Connectivity Strategy fits into the Parks Strategic Work Programme. All strategies and specific management plans fall under the Parks Strategy which is our guiding document in terms of park provision.



Supporting documentation:



### 3.1 Long Term Plan

The Connectivity Strategy does not allocate funding towards specific projects or programmes – this is done through the Long-Term Plan (LTP). The Local Government Act 2002 requires Council to develop an LTP. An LTP outlines the main things Council plans to do over the next ten years, when it plans to do them and how those activities will be funded. Additionally, when projects or programmes are to occur and how they will be funded influences rates.

## 4. Benefits of walking, cycling, mountain biking and horse riding

There are many and varied reasons for promoting more walking and cycling both locally and nationally. Key benefits of increased walking and cycling in Waikato District can include (in no particular order):

- Promotes healthy living improved fitness and wellbeing, which can in turn contributes to overall increases in productivity
- Reduces the pressure on road space
- Improves the environmental sustainability of the transport system – micro-mobility has a limited carbon footprint, with no harmful emissions, less space per person used by vehicles, and modest infrastructure requirements
- Increases social interaction through creating vibrant streets which are socially safe – promotes social inclusion and community life as they are available to everybody, regardless of their age, gender, education, or income
- Enjoyable activity and exercise by the whole family including pets
- Safety from road crashes (more so for walking than cycling)
- Increases access to and appreciation of our surrounding environments
- Promotes tourism and a range of leisure and outdoor experiences
- Economic benefits arising from greater use of tracks and trails
- Passive surveillance can help reduce crime

## 5. What are the key issues we face?

For this strategy to reach its full potential, we need to acknowledge or address some key issues. There are a variety of existing issues and challenges listed below which need to be considered as part of the Connectivity strategy development.

### Meeting Community Needs

- Respecting property rights of private landowners whilst encouraging enduring access agreements.
- Enabling better support for community led projects to achieve project management, health and safety requirements and volunteer organisation.
- Balancing the needs of different user groups, a variety of fitness levels, mobility impaired and age groups. Some tracks will cater for a wide range of user abilities, and other trails will meet highly targeted user groups e.g. downhill mountain bike tracks
- Changing community demographics with an aging population, and the vast spectrum of demographics across the WDC community
- National trends and publicity - i.e. increasingly other districts and regions are developing great trails which can raise the interest of our rate payers for linkages, commuter paths, off road routes, etc.

### Strategic Planning

- Maintaining awareness of national and regional efforts to promote and map walking, cycling, mountain biking and horse riding, including how these efforts can link to local goals.
- Accurately mapping both existing trails and connections and future opportunities.
- Identifying strategic opportunities for connectivity, land acquisitions, esplanade reserves, opportunities to utilise unformed legal roads.
- Multimodal connectivity supports climate change initiatives to reduce vehicle kilometres travelled and the consideration of evolving multimodal technology.
- The vast area WDC covers; the connections between townships and cross boundary linkages.
- New residential growth cells, often with challenging terrain and/or the separation from existing residential centres.

### Health and Safety

- Terrain
- Ensuring maintenance of connections and user safety are priorities.
- Crime Prevention through Environmental Design (CPTED) and general safety concerns.
- Providing adequate connectivity information, particularly through the use of signage.
- Crossing points of major arterial roads, e.g. Waikato Expressway and rail corridor.
- Barriers, both physical and safety related that prevent users from utilising connections

### Financial

- Producing a framework to prioritise future trails, extensions, and connections to ensure maximum value for money.
- Funding for new trail development is generally easier to attract than funding for ongoing maintenance. As the connectivity throughout the district expands, the maintenance budget must also increase. Awareness of the true cost to create and maintain trails must be considered.
- The additional consideration of supporting infrastructure to enable trail usage and promote economic potential (i.e. car parking, boating jetties)

## 6. Strategy Objectives and Policies

**Objective One:** Our trail network will be safe and promote the mental and physical health benefits of connecting people and places together.

Exercise and a connection with nature has been proven to increase mental and physical wellbeing. To sustainably achieve access to both recreation and a connection to nature, balanced consideration of the whole trail network needs to take place. Ensuring that the trails provide amenity as well as connection opportunities, through facilitated targeted investment, betterment in the mental and physical wellbeing of communities can be achieved.

**Policies:**

1. Our trail network will support, stimulate and encourage current and future use of our trails, promoting the improved physical, mental and social wellbeing of our community.
2. A connectivity network will endeavour to cater for all fitness levels and for mobility impaired users where practicable.
3. Identify and remove barriers for users to access connections.
4. Build and maintain trails and connections to ensure the surface is appropriate and New Zealand standards have been met to ensure safety and usability for intended users.
5. Promote education initiatives that increase physical safety for trail users.
6. Invest in maintenance and supporting infrastructure appropriate to intended trail use.

**Objective Two:** Strengthen partnerships to enable growth of the district's connectivity network.

Partnerships contribute to the success of the trail network for our communities. Collaborating and empowering communities contributes to the vision either financially or by incorporating their values, ensures we strengthen a connected network that caters to all user groups.

**Policies:**

1. Encourage and enable community involvement in trail design, construction, and helping maintain the trail.
2. Partner with mana whenua and communities about the location, history, and purpose of the trail. Where appropriate, acknowledge and encourage connections to cultural and natural areas, significant areas or landmarks along the trail to ensure access, protection and maintenance.
3. Advocate and liaise with private landowners in order to establish trails.
4. Actively seek user groups input to identify and overcome trail utilisation issues.

**Objective Three:** Environmentally sustainable design is at the heart our connected network.

Well planned trails can help connect people to public transport and community hubs, reducing the need to use private cars for short journeys such as getting to work, school or services. Rural trails also have the potential to reduce emissions. Trails that connect towns to recreation areas or provide an easily accessible recreation option can reduce the need to drive locally.

**Policies:**

1. Prioritising connecting trails that allow for commuting options to community and transportation hubs.
2. Ensure transport and land use planning, particularly proposals for new subdivisions, facilitate trails being well integrated into the active transport network.
3. Ensure that trails are well maintained for the enjoyment and accessibility of the community. Preference for trail design with low maintenance associated costs
4. Reduce carbon emissions in communities through responsive trail planning.
5. Maximise environmentally sustainable materials and construction design.
6. Ensure that coastal inundation and the effects of erosion are considered in the scoping process for new trails

## Objective Four: Continue to evolve a well planned network to meet our community needs

The Waikato district is experiencing significant growth in many townships, which changes how our communities move around their town and access open spaces. The current and future trails network must plan for growth to ensure opportunities are realised in an efficient and timely manner for our existing and growing communities.

**Policies:**

1. Adopt a forward-thinking approach to trail design and proposed network linkages, that are safe and considers urban growth and intensification.
2. A staged approach is considered for trail designs (such as poled routes) that encourage the creation of trails that can be upgraded later. Recognise that not all trails require formation to be valuable.
3. Maintain and continuously review this strategy and associated documents to remain relevant to the community's needs, new technology and best practice.
4. Require residential development to meet the strategy's vision.
5. The trail network will endeavour to provide more access to public land and consider how to improve access to unformed legal roads to improve access to areas of significance.
6. Recognise the economic benefits that can arise from a strong trail network for both domestic and international tourism.

## 7. Categories

Tracks and pathways enable people to access and enjoy reserves. Reserves can also form part of the districtwide walking and cycling network linkages and are destination points within the network. Different grades of track or pathway can facilitate enjoyment of reserves for people with different levels of mobility and can provide a range of opportunities and challenges from wide open paths through to cycle paths, mountain biking opportunities, and bush walks, for example.

Some benefits of accommodating for different user groups include, improving adverse environmental effects, facilitates positive health outcomes, increases connectivity for communities; and connect communities without the need for a car. Improved access to and within reserves has the potential to increase their use by people of all abilities, noting that different degrees of accessibility will be achievable at different reserves.

For the purpose of this strategy, different types of connections include pathways and trails, cycleways, shared paths, mountain biking trails and bridle paths.

<b>Paths (Walking)</b>	
Walking paths cater for users ranging from people of all ages and mobility, This may range from a concreted path through a neighbourhood park, to a gravel track through a nature reserve. A path should be well defined so that it is easy to follow in either direction in all weather and low light conditions. Markers will not usually be required. Can include suitable access for disability if suitable to the location.	
<b>User access to pathways</b>	<p>Steps, stiles, turnstiles and/or kissing gates will be included on paths where the location is unsuitable for mobility access. Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements.</p> <p>Paths may be clearly labelled at entry points by use of appropriate signage outlining the suitability of the path for different users.</p>
<b>Design</b>	The minimum trail width and maximum gradient may be reduced for environmental or aesthetic reasons for short sections provided there is a low risk to user safety. Low use paths may have a low level of surface (loose surface material, poled routes) however if they increase in popularity the level of service may be increased.
<b>Surface</b>	<p>Well-formed and even. Made of durable material, such as concrete, chip seal or asphalt, or compacted gravel.</p> <p>The track surface shall be such that it can be walked on comfortably in both dry and wet weather. The surface shall allow users to walk without having to constantly look down at where they place their feet.</p>
<b>Structures and supporting infrastructure</b>	<p>Boardwalks shall be used over wet, swampy, sandy or muddy sections to achieve a stable dry surface for visitor comfort and/or to protect the environment.</p> <p>All major or minor watercourses shall be bridged.</p> <p>Where a significant hazard exists, a barrier or guardrail shall be provided. Barriers and guardrails shall extend for the full length of path along which the significant hazard exists.</p> <p>Supporting infrastructure may include but not limited to seating, drinking fountain and viewing platforms.</p> <p>Paths should be evaluated whether play or playful opportunities can be provided outside of formal playground settings.</p>
<b>Vegetation</b>	Vegetation shall be maintained as part of the council's routine maintenance schedule.

	<p>All cut vegetation shall be removed from the path surface and disposed of out of sight of path users.</p> <p>Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.</p>
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<b>Off-road trails</b>	
<p>Off-road trails focus on users enjoying recreational activities or exercise. Off-road trails will likely be located in natural or rural areas. These trails shall be well defined to allow inexperienced users to easily find their way in either direction in all weather conditions. Markers will not usually be required.</p>	
<b>User access to trails</b>	<p>Steps, stiles, turnstiles and/or kissing gates will be included on paths where the location is unsuitable for mobility access. Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements.</p> <p>Trails can be developed for people with mobility difficulties if the trail meets the disability access requirements.</p> <p>If applicable, the trail shall be clearly labelled as one suitable for people with mobility difficulties by use of appropriate symbols and words at track entrances and at junctions with other tracks.</p>
<b>Trail Width</b>	<p>The minimum width may be reduced for environmental or aesthetic reasons provided there is minimal risk to visitor safety</p>
<b>Surface</b>	<p>The trail surface shall be well formed and even (wet areas drained) and suitable for walking shoes and provide reasonably firm footing in wet weather conditions.</p>
<b>Structures</b>	<p>Boardwalks may be used over wet, swampy, sandy or muddy sections of the track to achieve a mainly dry surface and/or protect the environment. Alternatives to boardwalks, such as drainage of wet areas or raised, hardened sections of track, may also be use.</p> <p>All major or minor watercourses shall be bridged.</p> <p>Guardrails or barriers shall be constructed where a significant hazard to in experienced visitors (including children) exists.</p> <p>Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</p>
<b>Vegetation</b>	<p>Vegetation shall be maintained as part of council's routine maintenance schedule. Significant tree limbs and trunks may intrude into or above the track provided these do not obstruct users or place them at risk.</p>

	<p>All cut vegetation shall be removed from the track surface and where practicable, out of view of the track.</p> <p>Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.</p>
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<b>Multi-use tracks</b>	
<p>Tracks and paths can provide recreation opportunities for a variety of different users. Multiple use of tracks and paths can be cost-effective as one track or path can potentially fulfil the needs of a variety of users. Some uses are however more compatible than others. In some cases, shared paths can lead to conflict or safety issues. Walkers and cyclists can often share the same track provided it is wide enough and has good sightlines. Walkers can sometimes share mountain bike tracks but not always. If the mountain bike track is relatively flat, wide enough and has good sightlines it may be suitable for sharing but if it is steep, narrow and has many corners it may not at all be suitable for shared use. Horses also tend to require dedicated trails although sharing with walkers can sometimes be practicable (such as the use of former forestry roads or routes through open pasture). It is important that track/path use is regulated to minimise potential conflicts and promote public safety and enjoyment.</p>	
<b>User access to trail</b>	<p>Multiple access points (i.e. commuter trail)</p> <p>Steps, stiles, turnstiles and/or kissing gates will be included on paths where the location is unsuitable for mobility access but suitable for more than one use. Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements.</p> <p>Trails can be developed for people with mobility difficulties if the trail meets the disability access requirements.</p> <p>If applicable, the trail shall be clearly labelled as one suitable for people with mobility difficulties by use of appropriate symbols and words at track entrances and at junctions with other tracks.</p>
<b>Trail Width</b>	<p>The minimum width may be reduced for environmental or aesthetic reasons provided there is minimal risk to visitor safety.</p> <p>Trail width is to meet best practice standards for the identified multiple user groups.</p>
<b>Surface</b>	<p>The track surface shall be well compacted to reduce degrading of the surface.</p>
<b>Structures</b>	<p>Boardwalks may be used over wet, swampy, sandy or muddy sections of the track to achieve a mainly dry surface and/or protect the environment. Alternatives to boardwalks, such as drainage of wet areas or raised, hardened sections of track, may also be use.</p>

	<p>Structures designed primarily for pedestrians and bicycles are not strong enough for horses and mules, because the decking cannot withstand the force of horseshoes or the point load per hoof. If trail use includes horses, bridges must be engineered to withstand the vibration caused by single or multiple animals.</p> <p>All major or minor watercourses shall be bridged.</p> <p>Guardrails or barriers shall be constructed where a significant hazard to in experienced visitors (including children) exists.</p> <p>Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</p>
<b>Vegetation</b>	<p>Vegetation clearance, especially on corners, shall be sufficient to allow good visibility for all users. Vegetation shall be maintained as part of council's routine maintenance schedule.</p> <p>Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.</p>

### Cycle and Mountain Biking Trails

<p>Cycling has the potential to make a significant contribution to an integrated and sustainable transport system. Cycling has little impact on the built and natural environment, particularly in relation to pollution, making it an environmentally friendly form of transport. It is also a healthy form of transport providing an alternative to the car for travel to and from work or school and is also a popular activity for families and sports enthusiasts.</p>	
<p>Mountain bike trails nationwide are graded to help people chose the right ride of their fitness and ability. Grades start from Grade 1 (easiest) and move through to grade 6 (extreme) in alignment with Department of Conservation standards.</p>	
<b>User access to trail</b>	<p>Multiple access points (i.e. commuter trail)</p> <p>Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements. Development will also consider the use of bike trailers.</p> <p>If applicable, the trail shall be clearly labelled as one suitable for people with mobility difficulties by use of appropriate symbols and words at track entrances and at junctions with other tracks.</p>
<b>Trail width</b>	<p>The minimum width may be reduced for environmental or aesthetic reasons provided there is minimal risk to visitor safety.</p>
<b>Surface</b>	<p>The track surface shall be well compacted to reduce degrading of the surface.</p>

<b>Structures</b>	<p>Boardwalks may be used over wet, swampy, sandy or muddy sections of the track to achieve a mainly dry surface and/or protect the environment. Alternatives to boardwalks, such as drainage of wet areas or raised, hardened sections of track, may also be use.</p> <p>All major watercourses shall be bridged.</p> <p>Guardrails or barriers shall be constructed where a significant hazard to in experienced visitors (including children) exists.</p> <p>Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</p>
<b>Vegetation</b>	<p>Vegetation clearance, especially on corners, shall be sufficient to allow good visibility for all users. Vegetation shall be maintained as part of council's routine maintenance schedule.</p> <p>Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.</p>

<b>Bridle/ Horse Riding Trails</b>	
<p>Bridle Trails provide recreational opportunities for horse rider to enjoy and exercise their horses. In addition to the standards listed for multi-use track, Bridle Trails need further consideration in terms of their design and infrastructure. This is to ensure the safety of riders, horses and other trail users,</p>	
<b>User access to trails</b>	<p>Parking be available with space for a horse float to be manoeuvred.</p> <p>Access needs to be made available without impediments such as stiles, turnstiles, and kissing gates. Horse stiles can be installed that prevent motorbikes from accessing bridle trails.</p> <p>Access to bridle trails may be via locked gates where users can hire a key for access.</p> <p>If applicable, trails shall be clearly labelled as one suitable for horse riding, with signage installed at track entrances and junctions with other tracks.</p>
<b>Surfaces</b>	<p>Material with good grip is recommended such as crushed rock fines</p> <p>OR</p> <p>2 m wide grass strip</p>
<b>Structures</b>	<p>Structures designed primarily for pedestrians and bicycles are not strong enough for horses and mules, because the decking cannot withstand the force of horseshoes or the point load per hoof. In addition, bridges must be engineered to withstand the vibration caused by single or multiple animals.</p>

	<p>Bridges identified along bridle paths that cannot support the weight of a horse and rider shall be identified.</p> <p>Mounting blocks be located in suitable locations along trails.</p> <p>Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</p>
<b>Vegetation</b>	<p>Low maintenance, however maintained to a standard that allow horse and rider to travel through.</p>

DRAFT

## 8. How will this strategy be implemented?

The implementation of the Connectivity Strategy requires co-ordination and collaboration across Council infrastructure activities (roading and open spaces), planning (District Plan and Structure planning), key funding agencies, developers and the community.

This strategy identifies a strategic approach for prioritising future track upgrades, expansions, and connections. A **live spatial dataset** is used to identify future priorities for new connections. These priority projects will be driven by Council as funding allows. In some cases, they may also be considered high priority to members of the community, individuals or groups may play a role in bringing projects forward through taking a lead role in connectivity planning and obtaining funding.

Priority projects are identified and prioritised using an assessment criteria (Section 10) and the live spatial dataset. Non-priority projects are those that are not identified as 'high priority' in the live spatial dataset. These projects are likely to be locally driven by individuals or community groups and will still be beneficial to the advancement of the Waikato District connectivity network. In these scenarios due to financial constraints and the desire to strategically prioritise projects, the local community will need to play a leading role in achieving their local aspirations. However, Council will endeavour to enable the activity, offer advice and support.

Council's primary funding mechanism is the Long Term Plan (LTP). The LTP provides long-term direction and priorities for Council funding and identifies key projects. Funding from Council is critical in the delivery of connectivity infrastructure, as well as in supporting programmes to promote uptake of walking, cycling, mountain biking and horse riding.

Generally, Council will be responsible for the planning, physical works and ongoing maintenance of priority projects. However, it is not imperative that this process is Council driven. Where priority projects align with the visions of individuals, community groups or Trusts the opportunity exists for these projects to be led outside of Council. Where the likes of Trusts are able to obtain outside funding and undertake project management this will be encouraged (with Council input) to allow Council's budget to go further in advancing the connectivity network. If appropriate, Council will consult with the community and other organisations at a level considered suitable for each specific project. The community will have the ability to input proposed trail that can overlap with the strategy's assessment criteria.

The roles of Council and the community will vary depending on whether a project has been identified as a priority and Council has the budget to drive it. Working collaboratively with developers and community volunteer groups provides the opportunity to complete segments of the connectivity infrastructure; and will enable Council to connect segments within a reasonable timeframe.

### 8.1 Kept Live

The biggest benefit of the **live spatial database** is the ability to capture all new information as we receive it. This includes new trails proposed by the community, project identification and ground truthing through specific location assessments and expanding connections through growing residential developments. These new connections will be added to the dataset at time of review and be allocated a project priority.

The Connectivity Strategy will also be the base for any transport or multimodal assessment, providing a starting point for connections already identified and prioritised. This leans its way to be utilised in

structure planning, residential development assessment, district planning and strategic planning projects.

## 9. Connective Network Management

The success of a well connected and utilised network requires on-going maintenance, assessment and investment. There are five management principles (Figure 1) for the connectivity network including:

1. Maintenance and repairs
2. Increased levels of service
3. Supporting infrastructure
4. Removal of barriers
5. New trails

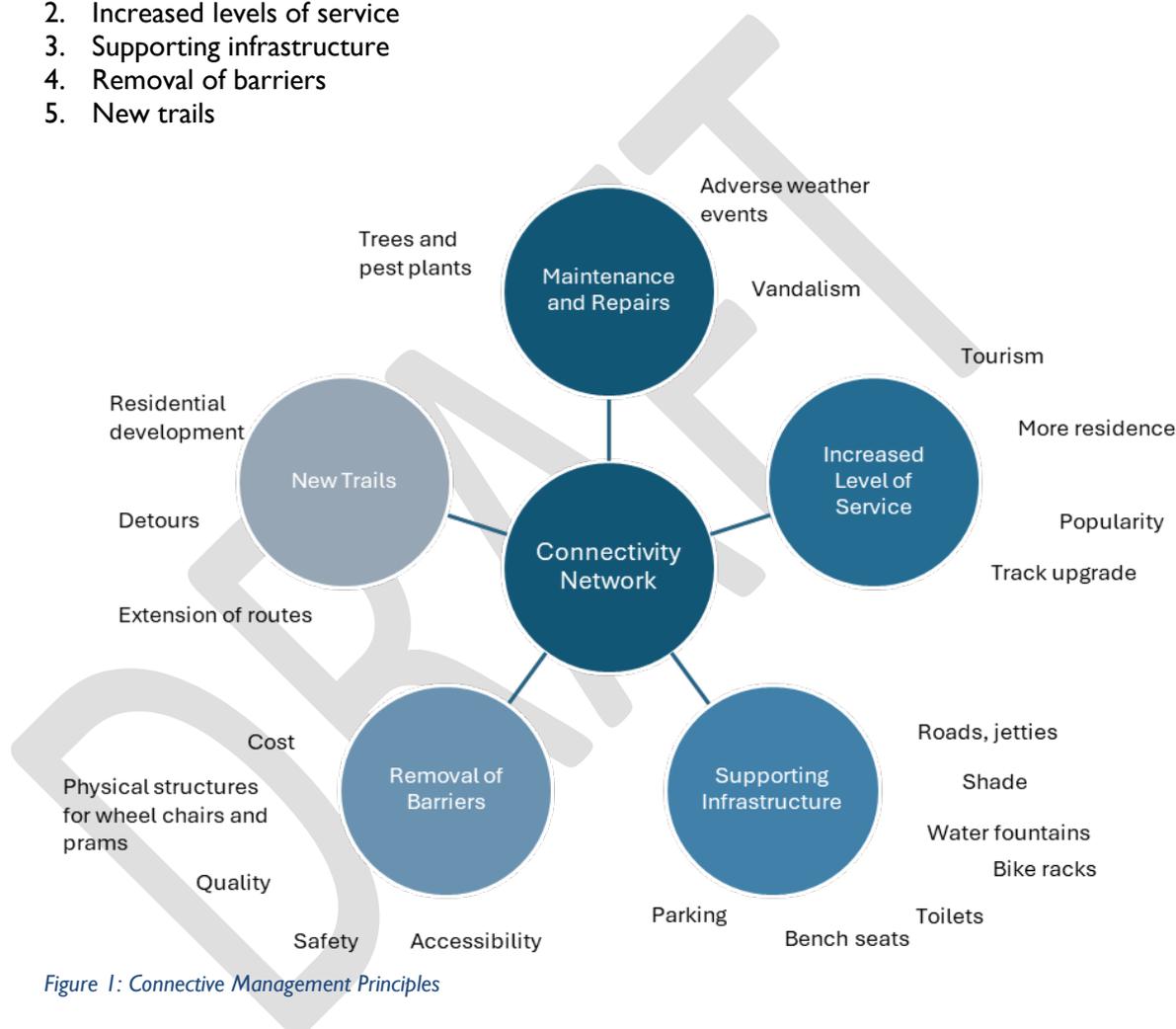


Figure 1: Connective Management Principles

Each of these principles require consideration and investment to meet the clearly outlined vision, objectives and policies. Council is undertaking the STRATEGIC ACTIONS outlined in Appendix I which addresses further and on-going investigations required to continue enhancing the connectivity network. Project identification to either enhance the existing network to meet the strategy's vision or to invest in new trails are document in Action Plans, then further prioritised and recommended for LTP funding in association with the Open Spaces Asset Management Plan.

While Council acknowledged improvements relating to all five management principles across the existing connectivity network, a further prioritisation to 'new trails' (Section 10) to support the associated spatial mapping for proposed trails.

## 10. Prioritisation of Future Connectivity Projects

The following is the method for prioritising connections. It is based on the 2016 criteria as well as other district council trail strategies from around Aotearoa. Each assessment criteria is weighted according to its importance for overall trail feasibility. The prioritisation assessment criteria is created on quantifiable attributes of proposed trails.

### Stage I - Prioritisation Assessment Criteria

Assessment Criteria	Weighting	Assessment Criteria and Weighting Analysis
Enduring legal access	0.08	<p>Who owns the land? If no easements or access way are required for the construction of the connection, it can decrease the cost, time and effort involved.</p> <p>POINTS:            3 – Ownership or legal accessibility established/can be achieved            2 – Partial ownership or legal accessibility            1 – No accessibility/privately owned</p> <p>WEIGHTING: If the connection is supported by the community and landowners, easements might not be a barrier. Alternative routes could also be sought. Adversely, in this situation one landowner could prevent the whole connection.</p>
Connectivity	0.15	<p>Does the trail connect communities and other trails (DOC, Te Araroa, Te Awa) within the Waikato and other districts? The more connected a trail is the more potential there is for use of the trail and associated benefits.</p> <p>POINTS:            3 = connects to existing trails (including sidewalks and community hubs)            2 = connects to proposed trails            1 = connects to no other trails</p> <p>In town/ commuter/ sidewalks end up being ranked higher than possibly scenic recreation trails</p> <p>WEIGHTING: The more the trail connects to other trails the more utilised it becomes.</p>
Modes of transport	0.04	<p>What type of user can the trail accommodate for? Can it be shared with other users?</p> <p>POINTS:            2 – Multi-use</p>

		<p>I – Single use</p> <p><b>WEIGHTING:</b> There are already a number of walking and cycling trails in the district, preference is given to other modes or joint modes.</p> <p>There are few trails dedicated to mountain biking in the Waikato District. Mountain Biking activity is increasing in popularity. Mountain bike trails are not easily shared with other modes. This needs to be noted in any plans to develop mountain biking trails. nationwide.</p> <p>There are few trails dedicated to horse riding in the Waikato District. When horse trekking areas are identified, Council can assess whether these trails are suitable for walkers as well.</p>
<p>Presence/absence in Council and community documents</p> <p>e.g. Blueprints, Reserve Management Plans, community group documents, iwi, hapu and Maori management and environmental plans etc</p>	0.12	<p>Active community interest in developing their townships means there is a drive to complete the trail, possibly providing volunteers and fundraising for the construction.</p> <p><b>POINTS:</b>  3 = supports a Blueprint/Structure Plan initiative  2 = supports a community lead document  1 = not currently detailed anywhere</p> <p><b>WEIGHTING:</b> If the community is willing to take on responsibility of some trail construction and/ or helping with funding it can make the trail much more feasible.</p> <p>Delivering on community initiatives such as Blueprint projects and community lead documents is a priority Council is committed to.</p>
<p>Benefits of the Connection</p>	0.13	<p>What benefits does the trail bring to the local community?</p> <p><b>POINTS:</b>  3 = connection direct link to a park / open space, township centre, school, or transport links e.g. boat ramp  2 = connection through space that allows people to be within nature or for recreational activity  1 = connection that is an additional supporting route</p> <p><b>WEIGHTING:</b> Trails have the potential to improve health, safety, recreation and provide economic opportunity for a community. The importance of these contributions is reflected in the weighting.</p>
<p>Significance</p>	0.07	<p>Does the trail provide amenity value and who is likely to use it?</p> <p><b>POINTS:</b></p>

		<p>+1 point for each of the following</p> <ul style="list-style-type: none"> <li>• Trail follows natural feature (waterway/ forest/ coast) for most of the way.</li> <li>• Trail follows or passes cultural sites of significance</li> <li>• Trail is Nationally significant (part of or connects to Te Araroa or a Great Ride, likely to get international visitors)</li> <li>• Trail is Regionally significant (part of or connects to well established and popular trails in the greater Waikato and Auckland Regions, likely to get visitors from around the region)</li> <li>• Trail is Locally significant (provides community connections and commuting possibilities, unlikely to get non-local visitors)</li> <li>• Safer alternative to an existing route.</li> </ul> <p>WEIGHTING: The potential significance of a trail can make it more likely to attract the target users. (maximum 5 points)</p>
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## Stage 2 – Scoping Assessment

The following is a list of other criteria that can be considered in relation to each connection *after* the initial prioritisation using the weighted assessment criteria. By considering these criteria after the initial prioritisation it allows the high priority trails to be more accurately considered.

### Other Considerations

Topography and detailed design	<p>Does the physical terrain impact trail construction negatively? Is it physically possible to have a trail along this route? Is extensive detailed design required?</p> <p>(Ideally this assessment would have been done when the trail was first submitted)</p>
Part of another project	<p>Can the construction of the trail easily be added to another project that is happening in the area? This might include riparian planting, esplanade and gully rehabilitation.</p>
Known Obstacles (excluding easements)	<p>Are there significant obstacles that would stop trail construction? I.e., the trail is proposed to go over a culturally significant site/near wetlands. Discuss with iwi, hapu and Maori at the outset of new trail considerations.</p>
In progress	<p>Is the trail or parts of the trail already underway?</p>
Pivotal linkage	<p>Will the construction of the trail directly contribute to a level of service increase in an</p>

	area or remove a blockage to non-motorised transport? i.e., significant crossings of railway or highway.
Funding availability	Co-funded projects often have associated timeframes. Where additional funding can be sought for a particular project, that project maybe prioritised to meet funding deadlines.
Volunteers	Is there volunteer interest in the construction and maintenance of the trail?
Maintenance	Can this trail and associated assets be feasibly and affordably maintained? Does topography and/or location create future maintenance issues?

## 11. Monitoring and Review

This strategy will guide staff with day-to-day decisions relating to connectivity maintenance and development, as well as offering guidance to the community and developers. Council will review the strategy from time to time, in response to changing circumstances or better information, to ensure it remains up to date and relevant. Council intends to review it five years from when it was adopted, unless circumstances warrant an earlier review.

The following specific actions will support the objectives and policies in this strategy and feed into future reviews of the document:

- Identifying external connection development funding sources.
- Undertaking assessments of all our tracks (in accordance with SNZ HB8630:2004 standards) and preparing an improvement schedule.
- Identifying costs of implementing the high priority connectivity projects and using this information to guide a works schedule.
- Keeping a record of any connectivity issues as they arise that can be addressed in future updates.

## 12. Amendments and Updates

Updates and corrections that do not change the intent of the plan e.g., name changes to organisations or other documents mentioned in the text may be made without public consultation as they do not change the intent or meaning of the document. Major amendments to the document should be approved by Council and be subject to public consultation in alignment with the significance and engagement policy.

## Appendix I Strategic Actions

The connective network management (Section 9) identifies five management principles. For each of the five principles the following questions have been raised:

1. Maintenance and repairs
  - a. Are existing trails being maintained to a good standard?
  - b. Is there appropriate budgets for adverse events?
  - c. Is there untapped volunteer support for on-going repairs and maintenance and how can Council help enable and mobilise these volunteers?
2. Increased levels of service
  - a. What are the measures / triggers to invest in upgrading a track to meet a higher level of service?
  - b. What could be done to increase popularity of connections?
3. Supporting infrastructure
  - a. Is there appropriate supporting infrastructure currently? What can be improved?
  - b. What design guidelines can be implemented to avoid retrofitting infrastructure in the future?
4. Removal of barriers
  - a. Are the existing trails accessible for its intended users?
  - b. How can we make connections safer?
  - c. Is there educational or clear messaging opportunities?
  - d. Why are some connections poorly utilised?
  - e. What design guidelines can be put in place?
5. New trails
  - a. Forward planning for residential growth areas
  - b. What detours away from busy roads are needed?
  - c. Opportunities for access into public spaces i.e. bush walks
  - d. How are people moving around their town and arriving at key destinations?

To address the management principle questions above, the following strategic actions have been identified for further and ongoing investigation:

- Develop and maintain additional spatial data that assists in prioritisation of trails, working in collaboration with key partners to keep the dataset in continual review and improvement. Include a network map that provides a hierarchy of provision, reflecting access, proximity and challenge of each track and trail
- Create a comprehensive list of supporting infrastructure and assets encourage support connection usage (bike stands etc)
- Review the signage and wayfinding policy, including implementation action plan
- Align development planning through township structure planning and the District Plan
- Promotion and education initiatives of walking and cycling to increase participation
- Align project scoping to meet external funding criteria (i.e. NZTA)
- Support councils and relevant authorities and organisations in maintaining and making improvements to the existing in walking, cycling and bridle trail infrastructure
- Support for the Regional Bridle Facilities Strategy led by Sport Waikato
- Encourage and support partnerships with local communities, clubs and groups for trail management and maintenance
- Review and streamline Councils volunteer on-boarding process
- Promote innovation in retrofit and new design to improve accessibility and inclusion of a range of trail types

## Appendix 2 Stakeholders

In formulating this strategy Council has sought input from the following stakeholders:

- Community Boards and Committees
- Bike Waikato
- Bikes in Schools
- Department of Conservation
- Hamilton City Council
- Iwi and Hapu, with ongoing partnership which will be undertaken at specific locations.
- Herenga ā Nuku Aotearoa (Outdoor Access Commission)
- HAAWI (Horse Access Advocates Waikato Incorporated)
- Raglan Mountain Biking Club
- Sport Waikato
- Raglan Ramblers
- Waikato Regional Council
- Waikato River Authority (WRA)
- FAWN (Franklin Access Walking Network)
- Tamahere Mangaone Restoration Trust
- Known local developers and project groups
- Land Owners
- Waikato District Council internal teams
  - Council's Roding Team has been consulted as the likes of footpaths may provide strategic linkages. Where applicable, integrating walkway development into existing roading and utility works programmes will be cost-effective
  - Open spaces team – implementing the document
  - Strategic planning team

The feedback that has been received from stakeholders has contributed to the final makeup of this strategy.

## Appendix 3: Proposed Trails Spatial Map

\*\*Editors Note: A link will be made available for the online spatial maps within the final Connectivity Strategy. The live spatial data map will identify potential trails and contain information relating to their priority and background details.

DRAFT

Waikato District Council

**Draft**  
**Connectivity Strategy**  
**2023**

Walkways, Cycleways & Bridle Trails



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## I. Introduction

Walking, cycling, mountain biking and bridle trails serve an important recreational, commuter and micro-mobility purpose as well as providing access to nature and open spaces. Tracks and trails provide many benefits for our communities, particularly for their health and wellbeing. They are popular facilities that are sought after by communities because of the offroad and commuter connections that they provide. They link greenspaces and encourage increased park usage. The provision of connectivity also contributes to alternative modes of transport, a healthy community and to reduce traffic congestion on roads.

The Waikato District has made a commitment to improving connectivity in the district through the development of this Strategy. The Strategy provides an overview of the existing network and with community engagement, future opportunities and priorities have been identified and potential future linkages have been spatially mapped via a live database.

The Strategy acknowledges it is not financially viable for all improvements and track expansions to be undertaken by Council. As a result, it also provides guidance to assist communities in situations where there is local desire for new, improved and/or expanded connectivity networks.

Adoption of this connectivity strategy will provide for a range of opportunities for local communities, and the wider district.

### I.1 Purpose

The Connectivity Strategy aims to promote recreational connectivity through all active modes of transport – walking, cycling, riding. [Active modes of transport provide alternatives for community getting to school, fitness exercise and social connection.](#) This strategy focuses on the district's off and on road linkages (trails and footpaths). It guides decision-making about the provision, development and management of trails and connections, to ensure we have suitable and well used trails and connections, in the right locations, managed in the right way, to meet the needs of our communities.

This ~~Connectivity Strategy is a review incorporates the of the~~ original Trails Strategy 2016, ~~with incorporation of objectives and proposed trails from the~~ Te Kauwhata Cycling and Walking Assessment 2016, Tamahere Cycle Strategy 2016, and identified projects through our Blueprints process. ~~The adoption of this strategy will replace the Trails Strategy 2016, however the community led documents will remain in their own right and where necessary will give effect to the overarching Connectivity Strategy.~~

~~Although some of the trails are aspirational, they will form the basis of funding applications. It has linkages with Taiao in the Waikato (Conservation Strategy) to promote access and provide linkages through reserves, esplanades, Significant Natural Areas, and gullies where feasible.~~

~~A significant review aspect is the creation of the live spatial database and project prioritisation matrix. This spatial database remain in continuous review enabling new connections, recommended paths, and ground truthing to be kept in a central location. The spatial database is then able to be used as the basis for future studies, district and strategic planning and residential development connection guidance.~~

Ultimately, this Strategy will provide positive guidance to Council, and the community, on how best to promote, manage, plan, and provide for trails and connections in the Waikato District.

Commented [MH1]: Submission - Herenga a Nuku

## 1.2 Vision

The vision of this strategy is:

***A safe, sustainable and well planned trail network provided in partnership with our community that connects places and people together.***

This vision is in align with Waikato District Council's vision of Liveable, Thriving and Connected Communities. To realise this vision, the Strategy has several objectives and policies.

Commented [MH2]: Submission - Herenga a Nuku

## 1.3 Structure of the Strategy

### Connectivity Strategy

- This document discusses the benefits of connections in our district and outlines how they fit in to national, regional and local context. It provides a clear definition of connectivity via trails and identifies the benefit this infrastructure has for our community and the objectives in developing the network. This document categorises trails, defines the level of service and provides a prioritisation matrix for proposed trails.

### Spatial Mapping

- Supporting this document is a live spatial dataset. This dataset maps all the current, proposed, and aspirational connections identified throughout the Waikato District. The information in the dataset was provided through existing tools and information Council holds, and community consultation and engagement.
- The live spatial maps are supported by a prioritisation table which categorises what connections are existing, what are proposed to be completed in the Long-Term Plan (LTP) and other connections yet to be included in the LTP and completed.

## 2. Mana Whenua

As Treaty Partners, Council will work in partnership with Mana Whenua to implement the principles of kaitiakitanga (guardianship) of reserves and recognise Mana Whenua's connection to the land. The values held by Kaitiaki (guardians or protectors) include their environmental and spiritual ties to ancestral lands, water, sites, wāhi tapu (sacred areas) and other taonga (treasures), and the wellbeing of the community. Council will work with Mana Whenua to understand their aspirations and priorities on how our connections and trails are planned, developed, and managed. Additionally, Council will work together with Mana Whenua to address access to wāhi tapu, restore ancestral trails and acces to sites of cultural significance such as ururupa. ~~The values held by Kaitiaki (guardians or protectors) include their environmental and spiritual ties to ancestral lands, water, sites, wāhi tapu (sacred areas) and other taonga (treasures), and the wellbeing of the community.~~ Kaitiakitanga invites people to form and maintain relationships with the environment in which they live. These values will be incorporated into trail development projects.

Commented [MH3]: Submission - Herenga a Nuku

By nature of these principles, we will work together to address access to sites and resources to support cultural practices and incorporate sites and of significance to Mana Whenua.

### 3. ~~Planning and Policy~~ ~~Setting the context of the~~ ~~Connectivity Strategy~~ ~~strategic Context~~

The Connectivity Strategy needs to be aligned with other national and regional connectivity strategies, policies, and frameworks, to clearly align with council's broader priorities. This section outlines the setting of the Connectivity Strategy within these documents.

The main pieces of legislation affecting the provision and/or management of trails and connections include:

- Reserves Act 1977
- Local Government Act 2002
- Resource Management Act 1991
- Conservation Act 1987
- Government Policy Statement on Land Transport
- [Walking Access Act 2008](#)
- [Heritage New Zealand Pouhere Taonga Act 2014](#)
- [Climate Change Response \(Zero Carbon\) Amendment Act 2019](#)

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**Commented [MH5]:** Submission #6884

**Commented [MH6]:** Submission - Herenga a Nuku

#### National Context:

- Transport Strategy
- Planning Standards
- New Zealand Cycle Trail
- Conservation Policy
- National Walking and Cycling Strategy 2005: Getting there – on foot, by cycle
- Connecting New Zealand 2011
- New Zealand Disability Strategy 2016-2026
- New Zealand Walking Access Commission National Strategy 2010–2035
- Sport New Zealand Outdoor Recreation Strategy 2009-2015
- Ministry of Tourism New Zealand Cycleway Market Research 2009
- [Waka Kotahi 'Streets for People' Programme](#)
- [Waka Kotahi 'Healthy Streets' Programme](#)

**Commented [MH7]:** Submission - Herenga a Nuku

#### Regional Context:

- Waikato Regional Walking and Cycling Strategy 2009-2015
- Waikato Regional Land Transport Plan 2015-2045
- Waikato Regional Active Spaces Plan (3<sup>rd</sup> Edition)
- Waikato Regional Policy Statement (updated December 2018)
- The Future Proof Strategy and Implementation Plan (Draft updated strategy released October 2021)
- Walking Access New Zealand - Franklin North Waikato Tracks and Trails Strategy (May 2020)

#### Local Context:

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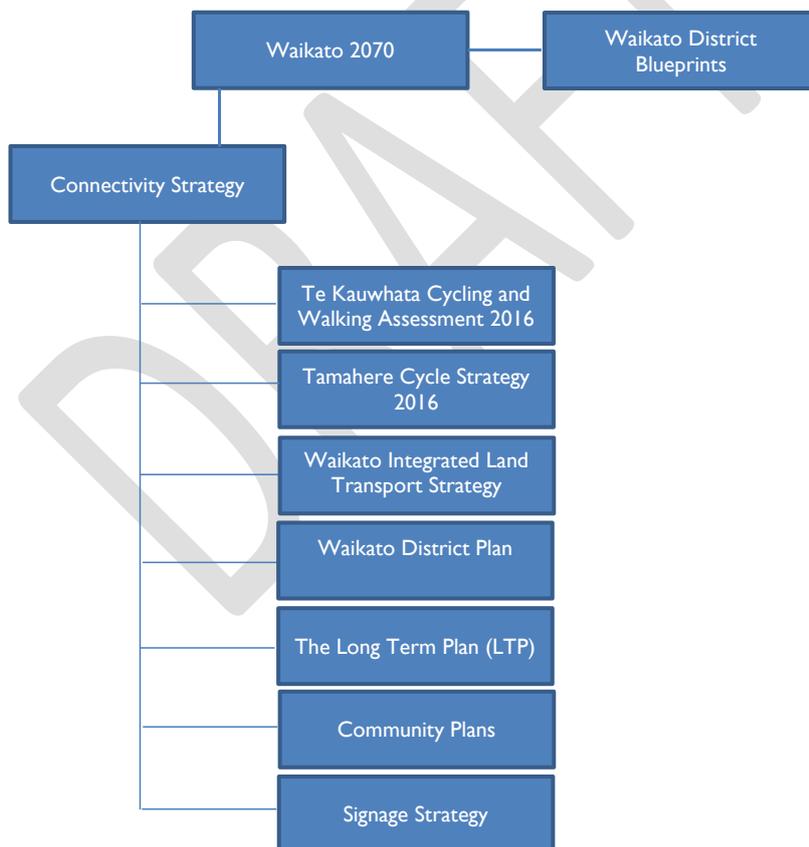
The following table lists the key strategic documents which will form a foundation for the Parks and Facilities activity in terms of forward planning and direction. It shows how the Connectivity Strategy

fits into the Parks Strategic Work Programme. All strategies and specific management plans fall under the Parks Strategy which is our guiding document in terms of park provision.



**Commented [MH8]:** Submission 6923, Herenga a Nuku, Sport Waikato - Amend to include Taiao Strategy, Climate Response and Resilience Policy and the Play, Active Recreation and Sport (PARS) Plan.

Supporting documentation:



### 3.1 Long Term Plan

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The Connectivity Strategy does not allocate funding towards specific projects or programmes – this is done through the Long-Term Plan (LTP). The Local Government Act 2002 requires Council to develop an LTP. An LTP outlines the main things Council plans to do over the next ten years, when it plans to do them and how those activities will be funded. Additionally, when projects or programmes are to occur and how they will be funded influences rates.

## 4. Benefits of walking, cycling, mountain biking and horse riding

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There are many and varied reasons for promoting more walking and cycling both locally and nationally. Key benefits of increased walking and cycling in Waikato District can include (in no particular order):

- Promotes healthy living improved fitness and wellbeing, which can in turn contributes to overall increases in productivity
- Reduces the pressure on road space
- Improves the environmental sustainability of the transport system – micro-mobility has a limited carbon footprint, with no harmful emissions, less space per person used by vehicles, and modest infrastructure requirements
- Increases social interaction through creating vibrant streets which are socially safe – promotes social inclusion and community life as they are available to ~~nearly~~ everybody, regardless of their age, gender, education, or income
- Enjoyable activity and exercise by the whole family including pets
- Safety from road crashes (more so for walking than cycling)
- Increases access to and appreciation of our surrounding environments
- Promotes tourism and a range of leisure and outdoor experiences
- Economic benefits arising from greater use of tracks and trails
- Passive surveillance can help reduce crime

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## 5. What are the key issues we face?

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For this strategy to reach its full potential, we need to acknowledge or address some key issues. There are a variety of existing issues and challenges listed below which need to be considered as part of the Connectivity strategy development.

### Meeting Community Needs

- Respecting property rights of private landowners whilst encouraging enduring access agreements.
- ~~Enabling better support for encouraging and providing support for community led projects to achieve project management, health and safety requirements and volunteer organisation.~~
- Balancing the needs of different user groups, a variety of fitness levels, mobility impaired and age groups. Some tracks will cater for a wide range of user abilities, and other trails will meet highly targeted user groups e.g. downhill mountain bike tracks
- Changing community demographics with an aging population, and the vast spectrum of demographics across the WDC community
- National trends and publicity - i.e. increasingly other districts and regions are developing great trails which can raise the interest of our rate payers for linkages, commuter paths, off road routes, etc.

**Commented [MH14]:** Submission - Herenga a Nuku

**Commented [RL15]:** Submission #6901, Herenga a Nuku, TCC

**Commented [MH16]:** Submission - Herenga a Nuku

### Strategic Planning

- Maintaining awareness of national and regional efforts to promote and map walking, cycling, mountain biking and horse riding, including how these efforts can link to local goals.
- Accurately mapping both existing trails and connections and future opportunities.
- Identifying strategic opportunities for connectivity, land acquisitions, esplanade reserves, opportunities to utilise unformed legal roads, paper roads,
- ~~Alignment with national and regional walking and cycling access.~~
- Multimodal connectivity supports climate change initiatives to reduce vehicle kilometres travelled and the consideration of evolving multimodal technology.
- ~~The vast are WDC covers; the connections between townships and cross~~ Cross boundary linkages.
- ~~New residential growth cells, often with challenging terrain and/or the separation from existing residential centres.~~

**Commented [MH17]:** Submission - Herenga a Nuku

### Health and Safety

- Terrain
- Ensuring maintenance of connections and user safety are priorities.
- Crime Prevention through Environmental Design (CPTED) and general safety concerns.
- Providing adequate connectivity information, particularly through the use of signage.
- Crossing points of major arterial roads, e.g. Waikato Expressway and rail corridor.
- Barriers, both physical and safety related that prevent users from utilising connections

**Commented [RL18]:** Sport Waikato submission

### Financial

- Producing a framework to prioritise future trails, extensions, and connections to ensure maximum value for money.
- Funding for new trail connection development is generally easier to attract than funding for ongoing maintenance. As the connectivity throughout the district expands, the maintenance budget must also increase. Awareness of the true cost to create and maintain trails must be considered. ~~available funds for maintaining a strong also needs to increase. Identifying opportunities to include more community driven and externally funded projects.~~
- The additional consideration of supporting infrastructure to enable trail usage and promote economic potential (i.e. car parking, boating jetties)

**Commented [MH19]:** Submission# 6901 & workshop notes Anaru Wilson

## 6. Strategy Objectives and Policies

**Objective One: Our trail network will be safe and promote the mental and physical health benefits of connecting people and places together.**

Exercise and a connection with nature has been proven to increase mental and physical wellbeing. To sustainably achieve access to both recreation and a connection to nature, balanced consideration of the whole trail network needs to take place. Ensuring that the trails provide amenity as well as connection opportunities, through facilitated targeted investment, betterment in the mental and physical wellbeing of communities can be achieved.

### Policies:

1. ~~Our trail network will support, stimulate and encourage current and future use of our trails, promoting the improved physical, mental and social wellbeing of our community. Council will encourage walking, cycling and horse riding by providing and promoting trails connections in the district where suitable for mental and physical well-being.~~
2. ~~Our trail~~ A connectivity network will endeavour to cater for all fitness levels and for mobility impaired users where practicable.
3. ~~Identify and remove barriers for users to access connections.~~
- 3.4. Build and maintain trails and connections to ensure the surface is appropriate and New Zealand standards have been met to ensure safety and usability for intended users.
- 4.5. Promote education initiatives that increase physical safety for trail users.
- 5.6. Invest in ~~maintenance and~~ supporting infrastructure appropriate to intended trail use.

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**Objective Two: Strengthen partnerships to enable growth of the district's connectivity network.**

Partnerships contribute to the success of the trail network for our communities. Collaborating and empowering communities contributes to the vision either financially or by incorporating their values, ensures we strengthen a connected network that caters to all user groups.

### Policies:

1. Encourage and enable community involvement in trail design, construction, and helping maintain the trail.
2. Partner with mana whenua and communities about the location, history, and purpose of the trail. Where appropriate, acknowledge and encourage connections to cultural and natural areas, significant areas or landmarks along the trail to ensure access, protection and maintenance.
3. Advocate and liaise with private landowners in order to establish trails.
4. Actively seek user groups input to identify and overcome trail utilisation issues.
- 4.1. ~~Ensure that coastal inundation and the effects of erosion are considered in the scoping process for new trails~~

Commented [MH22]: Submission #6923

**Objective Three: Environmentally sustainable design is at the heart our connected network.**

Well planned trails can help connect people to public transport and community hubs, reducing the need to use private cars for short journeys such as getting to work, school or services. Rural trails also have the potential to reduce emissions. Trails that connect towns to recreation areas or provide an easily accessible recreation option can reduce the need to drive locally.

**Policies:**

1. Prioritising connecting trails that allow for commuting options to community and transportation hubs.
2. Ensure transport and land use planning, particularly proposals for new subdivisions, facilitate trails being well integrated into the active result in facilitating trails being well integrated into the transport network.
3. ~~Ensure trails are appealing to use through a maintenance agreement.~~ Ensure that trails are well maintained for the enjoyment and accessibility of the community. Preference for trail design with low maintenance associated costs
4. Reduce carbon emissions in communities through responsive trail planning.
5. Maximise environmentally sustainable materials and construction design.
6. Ensure that coastal inundation and the effects of erosion are considered in the scoping process for new trails

Commented [MH23]: Submission - Herenga a Nuku

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**Objective Four: Continue to evolve a well planned network to meet our community needs**

The Waikato district is experiencing significant growth in many townships, which changes how our communities move around their town and access open spaces. The current and future trails network must plan for growth to ensure opportunities are realised in an efficient and timely manner for our existing and growing communities.

**Policies:**

1. Adopt a forward-thinking approach to trail design and proposed network linkages, that are safe and considers urban growth and intensification.
2. A staged approach is considered for trail designs (such as poled routes) that encourage the creation of trails that can be upgraded later. Recognise that not all trails require formation to be valuable.
- 2.3. Maintain and continuously review this strategy and associated documents to remain relevant to the community's needs, new technology and best practice.
- 3.4. Require residential development to meet the strategy's vision. ~~Consider all proposed trails prioritised for the community's benefit, health and wellbeing.~~ The trail network will endeavour to provide more access to public land and consider how to improve access to unformed legal roads to improve access to areas of significance.
5. ~~Recognise that not all trails require formation to be valuable.~~
6. Recognise the economic benefits that can arise from a strong trail network for both domestic and international tourism.
- 4.1. ~~Consider how to improve access to unformed legal roads to improve access to areas of significance.~~

Commented [RL26]: Submission - Herenga a Nuku & workshop minutes

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## 5.7. ~~Types of users/~~ Categories

**Commented [RL31]:** Minor changes to come in consultation with internal teams (strategic planning, roading)

Tracks and pathways enable people to access and enjoy reserves. Reserves can also form part of the districtwide walking and cycling network linkages and are destination points within the network. Different grades of track or pathway can facilitate enjoyment of reserves for people with different levels of mobility and can provide a range of opportunities and challenges from wide open paths through to cycle paths, mountain biking opportunities, and bush walks, for example.

Some benefits of accommodating for different user groups include, improving adverse environmental effects, facilitates positive health outcomes, increases connectivity for communities; and connect communities without the need for a car. Improved access to and within reserves has the potential to increase their use by people of all abilities, noting that different degrees of accessibility will be achievable at different reserves.

For the purpose of this strategy, different types of connections include pathways and trails, cycleways, shared paths, mountain biking trails and bridle paths. ~~The classifications for each of these can be found in appendix 1.~~

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<b>Paths (Walking)</b>	
<p><u>Walking paths cater for users ranging from people of all ages and mobility. This may range from a concreted path through a neighbourhood park, to a gravel track through a nature reserve.</u> A path should be well defined so that it is easy to follow in either direction in all weather and low light conditions. Markers will not usually be required. Can include suitable access for disability if suitable to the location.</p>	
<b>User access to pathways</b>	<p>Steps, stiles, turnstiles and/or kissing gates will be included on paths where the location is unsuitable for mobility access. Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements.</p> <p>Paths <del>will</del><u>may be</u> be clearly labelled at entry points by use of appropriate signage outlining the suitability of the path for different users.</p>
<del>Trail</del> <del>Width</del> <del>and</del> <del>Gradient</del> <b>Design</b>	<p>The minimum trail width and maximum gradient may be reduced for environmental or aesthetic reasons for short sections provided there is a low risk to user safety. <u>Low use paths may have a low level of surface (loose surface material, poled routes) however if they increase in popularity the level of service may be increased.</u></p>
<b>Surface</b>	<p>Well-formed and even. Made of durable material, such as concrete, chip seal or asphalt, or compacted gravel.</p> <p>The track surface shall be such that it can be walked on comfortably in both dry and wet weather. The surface shall allow users to walk without having to constantly look down at where they place their feet.</p>
<b>Structures and supporting infrastructure</b>	<p>Boardwalks shall be used over wet, swampy, sandy or muddy sections to achieve a stable dry surface for visitor comfort and/or to protect the environment. All major or minor watercourses shall be bridged.</p> <p>Where a significant hazard exists, a barrier or guardrail shall be provided. Barriers and guardrails shall extend for the full length of path along which the significant hazard exists.</p> <p><u>Supporting infrastructure may include but not limited to seating, drinking fountain and viewing platforms.</u></p> <p><u>Paths should be evaluated whether play or playful opportunities can be provided outside of formal playground settings.</u></p>
<b>Vegetation</b>	<p>Vegetation shall be maintained as part of the council's routine maintenance schedule.</p> <p>All cut vegetation shall be removed from the path surface and disposed of out of sight of path users.</p>

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Commented [MH32]: Submission - Sport Waikato

	Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.
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<b>Off-road trails</b>	
<p><a href="#">Off-road trails focus on users enjoying recreational activities or exercise. Off-road trails will likely be located in natural or rural areas.</a> These trails shall be well defined to allow inexperienced users to easily find their way in either direction in all weather conditions. Markers will not usually be required.</p>	
<b>User access to trails</b>	<p>Steps, stiles, turnstiles and/or kissing gates will be included on paths where the location is unsuitable for mobility access. Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements.</p> <p>Trails can be developed for people with mobility difficulties if the trail meets the disability access requirements.</p> <p>If applicable, the trail shall be clearly labelled as one suitable for people with mobility difficulties by use of appropriate symbols and words at track entrances and at junctions with other tracks.</p>
<b>Trail Width</b>	The minimum width may be reduced for environmental or aesthetic reasons provided there is minimal risk to visitor safety
<b>Surface</b>	The trail surface shall be well formed and even (wet areas drained) and suitable for walking shoes and provide reasonably firm footing in wet weather conditions.
<b>Structures</b>	<p>Boardwalks may be used over wet, swampy, sandy or muddy sections of the track to achieve a mainly dry surface and/or protect the environment. Alternatives to boardwalks, such as drainage of wet areas or raised, hardened sections of track, may also be use.</p> <p>All major or minor watercourses shall be bridged.</p> <p>Guardrails or barriers shall be constructed where a significant hazard to in experienced visitors (including children) exists.</p> <p><a href="#">Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</a></p>
<b>Vegetation</b>	Vegetation shall be maintained as part of council's routine maintenance schedule. Significant tree limbs and trunks may intrude into or above the track provided these do not obstruct users or place them at risk.

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	<p>All cut vegetation shall be removed from the track surface and where practicable, out of view of the track.</p> <p>Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.</p>
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<b>Multi-use tracks</b>	
<p>Tracks and paths can provide recreation opportunities for a variety of different users. Multiple use of tracks and paths can be cost-effective as one track or path can potentially fulfil the needs of a variety of users. Some uses are however more compatible than others. In some cases, shared paths can lead to conflict or safety issues. Walkers and cyclists can often share the same track provided it is wide enough and has good sightlines. Walkers can sometimes share mountain bike tracks but not always. If the mountain bike track is relatively flat, wide enough and has good sightlines it may be suitable for sharing but if it is steep, narrow and has many corners it may not at all be suitable for shared use. Horses also tend to require dedicated trails although sharing with walkers can sometimes be practicable (such as the use of former forestry roads or routes through open pasture). It is important that track/path use is regulated to minimise potential conflicts and promote public safety and enjoyment.</p>	
<b>User access to trail</b>	<p>Multiple access points (i.e. commuter trail)</p> <p>Steps, stiles, turnstiles and/or kissing gates will be included on paths where the location is unsuitable for mobility access but suitable for more than one use. Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements.</p> <p>Trails can be developed for people with mobility difficulties if the trail meets the disability access requirements.</p> <p>If applicable, the trail shall be clearly labelled as one suitable for people with mobility difficulties by use of appropriate symbols and words at track entrances and at junctions with other tracks.</p>
<b>Trail Width</b>	<p>The minimum width may be reduced for environmental or aesthetic reasons provided there is minimal risk to visitor safety.</p> <p><u><a href="#">Trail width is to meet best practice standards for the identified multiple user groups.</a></u></p>
<b>Surface</b>	<p>The track surface shall be well compacted to reduce degrading of the surface.</p>
<b>Structures</b>	<p>Boardwalks may be used over wet, swampy, sandy or muddy sections of the track to achieve a mainly dry surface and/or protect the environment. Alternatives to boardwalks, such as drainage of wet areas or raised, hardened sections of track, may also be use.</p>

	<p>Structures designed primarily for pedestrians and bicycles are not strong enough for horses and mules, because the decking cannot withstand the force of horseshoes or the point load per hoof. If trail use includes horses, bridges must be engineered to withstand the vibration caused by single or multiple animals.</p> <p>All major or minor watercourses shall be bridged.</p> <p>Guardrails or barriers shall be constructed where a significant hazard to in experienced visitors (including children) exists.</p> <p><a href="#">Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</a></p>
<b>Vegetation</b>	<p>Vegetation clearance, especially on corners, shall be sufficient to allow good visibility for all users. Vegetation shall be maintained as part of council's routine maintenance schedule.</p> <p>Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.</p>

<b>Cycle and Mountain Biking Trails</b>	
<p>Cycling has the potential to make a significant contribution to an integrated and sustainable transport system. Cycling has little impact on the built and natural environment, particularly in relation to pollution, making it an environmentally friendly form of transport. It is also a healthy form of transport providing an alternative to the car for travel to and from work or school and is also a popular activity for families and sports enthusiasts.</p> <p>Mountain bike trails nationwide are graded to help people chose the right ride of their fitness and ability. Grades start from Grade 1 (easiest) and move through to grade 6 (extreme) <a href="#">in alignment with Department of Conservation standards.</a></p>	
<b>User access to trail</b>	<p>Multiple access points (i.e. commuter trail)</p> <p>Pathways can be developed for people with mobility difficulties if the path meets the disability access requirements. <a href="#">Development will also consider the use of bike trailers.</a></p> <p>If applicable, the trail shall be clearly labelled as one suitable for people with mobility difficulties by use of appropriate symbols and words at track entrances and at junctions with other tracks.</p>
<b>Trail width</b>	<p>The minimum width may be reduced for environmental or aesthetic reasons provided there is minimal risk to visitor safety.</p>
<b>Surface</b>	<p>The track surface shall be well compacted to reduce degrading of the surface.</p>

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<b>Structures</b>	<p>Boardwalks may be used over wet, swampy, sandy or muddy sections of the track to achieve a mainly dry surface and/or protect the environment. Alternatives to boardwalks, such as drainage of wet areas or raised, hardened sections of track, may also be use.</p> <p>All major <del>or minor</del> watercourses shall be bridged.</p> <p>Guardrails or barriers shall be constructed where a significant hazard to in experienced visitors (including children) exists.</p> <p><u>Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</u></p>
<b>Vegetation</b>	<p>Vegetation clearance, especially on corners, shall be sufficient to allow good visibility for all users. Vegetation shall be maintained as part of council's routine maintenance schedule.</p> <p>Provide opportunities for community groups to plant and maintain areas of native habitats, this provides increased biodiversity and more enjoyable travel.</p>

<b>Bridle/ Horse Riding Trails</b>	
<p><del>In addition to these standards</del> <u>Bridle Trails provide recreational opportunities for horse rider to enjoy and exercise their horses. In addition to the standards listed for multi-use track, Bridle Trails need further consideration in terms of their design and infrastructure. This is to ensure the safety of riders, horses and other trail users, the likelihood of the trail contributing to startling the horse needs to be considered.</u></p>	
<b>User access to trails</b>	<p>Parking be available with space for a horse float to be manoeuvred.</p> <p>Access needs to be made available without impediments such as stiles, turnstiles, and kissing gates. Horse stiles can be installed that prevent motorbikes from accessing bridle trails.</p> <p>Access to bridle trails may be via locked gates where users can hire a key for access.</p> <p>If applicable, trails shall be clearly labelled as one suitable for horse riding, with signage installed at track entrances and junctions with other tracks.</p>
<b>Surfaces</b>	<p>Material with good grip is recommended such as crushed rock fines</p> <p>OR</p> <p>2 m wide grass strip</p>
<b>Structures</b>	<p>Structures designed primarily for pedestrians and bicycles are not strong enough for horses and mules, because the decking cannot withstand the force of horseshoes or the point load per</p>

	<p>hoof. In addition, bridges must be engineered to withstand the vibration caused by single or multiple animals.</p> <p>Bridges identified along bridle paths that cannot support the weight of a horse and rider shall be identified.</p> <p><u>Mounting blocks be located in suitable locations along trails.</u></p> <p><u>Accompanying infrastructure may include seating, viewing platforms or carparks. The level of service of the trail may increase if patronage rises, which may see additional infrastructure included.</u></p>
<b>Vegetation</b>	Low maintenance, however maintained to a standard that allow horse and rider to travel through.

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## 8. How will this strategy be implemented?

The implementation of the Connectivity Strategy requires co-ordination and collaboration across Council infrastructure activities (roading and open spaces), planning (District Plan and [Structure planning together development plans](#)), key funding agencies, developers and the community.

This strategy identifies a strategic approach for prioritising future track upgrades, expansions, and connections. A **live spatial dataset** is used to identify future priorities [for new connections](#). These priority projects will be driven by Council as funding allows. In some cases, they may also be considered high priority to members of the community, ~~and~~ individuals or groups may play a role in bringing projects forward through taking a lead role in connectivity planning and obtaining funding.

Priority projects are identified and prioritised using an assessment criteria ([Section 10 found in this document](#)) and the live spatial dataset.

Non-priority projects are those that are not identified as 'high priority' in the live spatial dataset. These projects are likely to be locally driven by individuals or community groups and will still be beneficial to the advancement of the Waikato District connectivity network. In these scenarios due to financial constraints and the desire to strategically prioritise projects, the local community will need to play a leading role in achieving their local aspirations. However, Council will endeavour to [enable the activity](#), offer advice and support.

Council's primary funding mechanism is the [Long Term Plan \(LTP\)](#). The LTP provides long-term direction and priorities for Council funding and identifies key projects. Funding from Council is critical in the delivery of connectivity infrastructure, as well as in supporting programmes to promote uptake of walking, cycling, mountain biking and horse riding.

[Generally, Council will be responsible for the planning, physical works and ongoing maintenance of priority projects. However, it is not imperative that this process is Council driven. Where priority projects align with the visions of individuals, community groups or Trusts the opportunity exists for these projects to be led outside of Council. Where the likes of Trusts are able to obtain outside funding and undertake project management this will be encouraged \(with Council input\) to allow Council's budget to go further in advancing the connectivity network. If appropriate, Council will consult with the community and other organisations at a level considered suitable for each specific project. The community will have the ability to input proposed trail that can overlap with the strategy's assessment criteria.](#)

[The roles of Council and the community will vary depending on whether a project has been identified as a priority and Council has the budget to drive it. Working collaboratively with developers and community volunteer groups provides the opportunity to complete segments of the connectivity infrastructure; and will enable Council to connect segments within a reasonable timeframe.](#)

### 8.1 Kept Live

[The biggest benefit of the live spatial database is the ability to capture all new information as we receive it. This includes new trails proposed by the community, project identification and ground truthing through specific location assessments and expanding connections through growing residential developments. These new connections will b](#)~~The Strategy also acknowledges the potential for~~

~~unprompted projects to be proposed or connection opportunities raised through residential development. These are most likely to be raised by individuals or community groups and related to local opportunities and desires. They can be added to the dataset at time of review and be allocated a project priority.~~

~~The Connectivity Strategy will also be the base for any transport or multimodal assessment, providing a starting point for connections already identified and prioritised. This leans its way to be utilised in structure planning, residential development assessment, district planning and strategic planning projects.~~

~~The roles of Council and the community will vary depending on whether a project has been strategically identified as a priority and Council has the budget to drive it. Working collaboratively with developers provides the opportunity to complete segments of the connectivity infrastructure; and will enable Council to connect segments within a reasonable timeframe.~~

~~Generally, Council will be responsible for the planning, physical works and ongoing maintenance of priority projects. However, it is not imperative that this process is Council driven. Where priority projects align with the visions of individuals or Trusts the opportunity exists for these projects to be led outside of Council. Where the likes of Trusts are able to obtain outside funding and undertake project management this will be encouraged (with Council input) to allow Council's budget to go further in advancing the connectivity network. If appropriate, Council will consult with the community and other organisations at a level considered suitable for each specific project. The community will have the ability to input proposed trail that can overlap with the strategy's assessment criteria.~~

## 9. Connective Network Management

~~The success of a well connected and utilised network requires on-going maintenance, assessment and investment. There are five management principles (Figure 1) for the connectivity network including:~~

- ~~1. Maintenance and repairs~~
- ~~2. Increased levels of service~~
- ~~3. Supporting infrastructure~~
- ~~4. Removal of barriers~~
- ~~5. New trails~~

**Commented [RL35]:** Submission - Herenga a Nuku, TCC, Sport Waikato and Te Akau community group

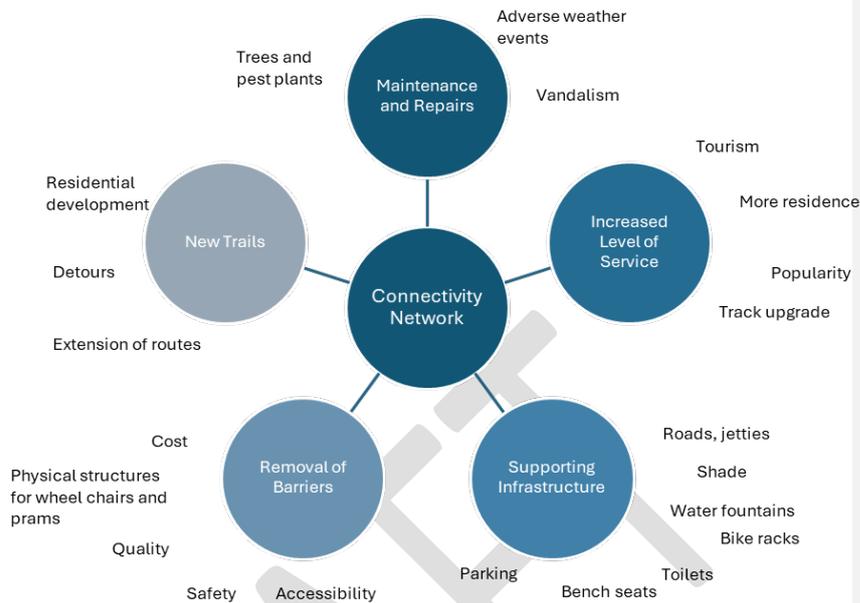


Figure 1: Connective Management Principles

Each of these principles require consideration and investment to meet the clearly outlined vision, objectives and policies. Council is undertaking the STRATEGIC ACTIONS outlined in Appendix 1 which addresses further and on-going investigations required to continue enhancing the connectivity network. Project identification to either enhance the existing network to meet the strategy's vision or to invest in new trails are document in Action Plans, then further prioritised and recommended for LTP funding in association with the Open Spaces Asset Management Plan.

While Council acknowledged improvements relating to all five management principles across the existing connectivity network, a further prioritisation to 'new trails' (Section 10) to support the associated spatial mapping for proposed trails.

## 10. Prioritisation of Future Connectivity Projects

The following is the method for prioritising connections. It is based on the 2016 criteria ~~and the draft 2016 criteria~~ as well as other district council trail strategies from around Aotearoa. Each assessment criteria is weighted according to its importance for overall trail feasibility ~~and alignment with WDC's values~~. The prioritisation assessment criteria is created on quantifiable attributes of proposed trails.

### Stage 1 - Prioritisation Assessment Criteria

Assessment Criteria	Weighting	Assessment Criteria and Weighting Analysis
<a href="#">Land ownership/accessibility</a> <a href="#">Enduring legal access</a>	0.08	<p>Who owns the land? If no easements or access way are required for the construction of the connection, it can decrease the cost, time and effort involved.</p> <p>POINTS: 3 – Ownership or legal accessibility established/<a href="#">can be achieved</a> 2 – Partial ownership or legal accessibility 1 – No accessibility/private owned</p> <p>WEIGHTING: If the connection is supported by the community and landowners, easements might not be a barrier. Alternative routes could also be sought. Adversely, in this situation one landowner could prevent the whole connection.</p>
Connectivity	0.15	<p>Does the trail connect communities and other trails (DOC, Te Araroa, Te Awa) within the Waikato and other districts? The more connected a trail is the more potential there is for use of the trail and associated benefits.</p> <p>POINTS: 3 = connects to existing trails (including sidewalks and community hubs) 2 = connects to proposed trails 1 = connects to no other trails</p> <p>In town/ commuter/ sidewalks end up being ranked higher than possibly scenic recreation trails</p> <p>WEIGHTING: The more the trail connects to other trails the more utilised it becomes.</p>
Modes of transport	0.04	<p>What type of user can the trail accommodate for? Can it be shared with other users?</p> <p>POINTS: 2 – Multi-use</p>

		<p>I – Single use</p> <p><b>WEIGHTING:</b> There are already a number of walking and cycling trails in the district, preference is given to other modes or joint modes.</p> <p>There are few trails dedicated to mountain biking in the Waikato District. Mountain Biking activity is increasing in popularity. Mountain bike trails are not easily shared with other modes. This needs to be noted in any plans to develop mountain biking trails. nationwide.</p> <p>There are few trails dedicated to horse riding in the Waikato District. When horse trekking areas are identified, Council can assess whether these trails are suitable for walkers as well.</p>
<p>Presence/absence in Council and community documents</p> <p>e.g. Blueprints, Reserve Management Plans, community group documents, iwi, hapu and Maori management and environmental plans etc</p>	0.12	<p>Active community interest in developing their townships means there is a drive to complete the trail, possibly providing volunteers and fundraising for the construction.</p> <p><b>POINTS:</b>  3 = supports a Blueprint/Structure Plan initiative  2 = supports a community lead document  1 = not currently detailed anywhere</p> <p><b>WEIGHTING:</b> If the community is willing to take on responsibility of some trail construction and/ or helping with funding it can make the trail much more feasible.</p> <p>Delivering on community initiatives such as Blueprint projects and community lead documents is a priority Council is committed to.</p>
<p>Benefits of the Connection</p>	0.13	<p>What benefits does the trail bring to the local community?</p> <p><b>POINTS:</b>  3 = connection direct link to a park / open space, or township centre, school, or transport links e.g. boat ramp  2 = connection through space that allows people to be within nature or for recreational activity  1 = connection that is an additional supporting route</p> <p><b>WEIGHTING:</b> Trails have the potential to improve health, safety, recreation and provide economic opportunity for a community. The importance of these contributions is reflected in the weighting.</p>
<p>Significance</p>	0.07	<p>Does the trail provide amenity value and who is likely to use it?</p> <p><b>POINTS:</b></p>

Commented [MH36]: Submission #6900 & Sport Waikato

		<p>+1 point for each of the following</p> <ul style="list-style-type: none"> <li>• Trail follows natural feature (waterway/ forest/ coast) for most of the way.</li> <li>• Trail follows or passes cultural sites of significance</li> <li>• Trail is Nationally significant (part of or connects to Te Araroa or a Great Ride, likely to get international visitors)</li> <li>• Trail is Regionally significant (part of or connects to well established and popular trails in the greater Waikato and Auckland Regions, likely to get visitors from around the region)</li> <li>• <u>Trail is Locally significant</u> (provides community connections and commuting possibilities, unlikely to get non-local visitors)</li> <li>• <u>Safer alternative to an existing route.</u></li> </ul> <p>WEIGHTING: The potential significance of a trail can make it more likely to attract the target users. (maximum – 5 points)</p>
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## Stage 2 – Scoping Assessment

The following is a list of other criteria that can be considered in relation to each connection *after* the initial prioritisation using the weighted assessment criteria. By considering these criteria after the initial prioritisation it allows the high priority trails to be more accurately considered.

### Other Considerations

Topography and detailed design	<p>Does the physical terrain impact trail construction negatively? Is it physically possible to have a trail along this route? Is extensive detailed design required?</p> <p>(Ideally this assessment would have been done when the trail was first submitted)</p>
Part of another project	<p>Can the construction of the trail easily be added to another project that is happening in the area? This might include riparian planting, esplanade and gully rehabilitation.</p>
Known Obstacles (excluding easements)	<p>Are there significant obstacles that would stop trail construction? I.e., the trail is proposed to go over a culturally significant site/near wetlands. Discuss with iwi, hapu and Maori at the outset of new trail considerations.</p>
<u>Trail is easily completed</u> Pivotal linkage	<p>Is the trail or parts of the trail already underway?</p> <p>Will the construction of the trail directly contribute to a level of service increase in an</p>

	area or remove a blockage to non-motorised transport? i.e., significant crossings of railway or highway.
Funding availability	Co-funded projects often have associated timeframes. Where additional funding can be sought for a particular project, that project maybe prioritised to meet funding deadlines.
<a href="#">Volunteers</a>	<a href="#">Is there volunteer interest in the construction and maintenance of the trail?</a>
<a href="#">Maintenance</a>	<a href="#">Can this trail and associated assets be feasibly and affordably maintained? Does topography and/or location create future maintenance issues?</a>

Commented [MH37]: Submission - Herenga a Nuku

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## 11. Monitoring and **R**review

This strategy will guide staff with day-to-day decisions relating to connectivity maintenance and development, as well as offering guidance to the community **and developers**. Council will review the strategy from time to time, in response to changing circumstances or better information, to ensure it remains up to date and relevant. Council intends to review it five years from when it was adopted, unless circumstances warrant an earlier review.

The following specific actions will support the objectives and policies in this strategy and feed into future reviews of the document:

- Identifying external connection development funding sources.
- Undertaking assessments of all our tracks (in accordance with SNZ HB8630:2004 standards) and preparing an improvement schedule.
- Identifying costs of implementing the high priority connectivity projects and using this information to guide a works schedule.
- **Keeping a record of any connectivity issues as they arise that can be addressed in future updates.**

## 12. Amendments and Updates

Updates and corrections that do not change the intent of the plan e.g., name changes to organisations or other documents mentioned in the text may be made without public consultation as they do not change the intent or meaning of the document. Major amendments to the document should be approved by Council and be subject to public consultation **if the matter is significant in alignment with the significance and engagement policy.**

## Appendix I Strategic Actions

The connective network management (Section 9) identifies five management principles. For each of the five principles the following questions have been raised:

1. Maintenance and repairs
  - a. Are existing trails being maintained to a good standard?
  - b. Is there appropriate budgets for adverse events?
  - c. Is there untapped volunteer support for on-going repairs and maintenance and how can Council help enable and mobilise these volunteers?
2. Increased levels of service
  - a. What are the measures / triggers to invest in upgrading a track to meet a higher level of service?
  - b. What could be done to increase popularity of connections?
3. Supporting infrastructure
  - a. Is there appropriate supporting infrastructure currently? What can be improved?
  - b. What design guidelines can be implemented to avoid retrofitting infrastructure in the future?
4. Removal of barriers
  - a. Are the existing trails accessible for its intended users?
  - b. How can we make connections safer?
  - c. Is there educational or clear messaging opportunities?
  - d. Why are some connections poorly utilised?
  - e. What design guidelines can be put in place?
5. New trails
  - a. Forward planning for residential growth areas
  - b. What detours away from busy roads are needed?
  - c. Opportunities for access into public spaces i.e. bush walks
  - d. How are people moving around their town and arriving at key destinations?

To address the management principle questions above, the following strategic actions have been identified for further and ongoing investigation:

- Develop and maintain additional spatial data that assists in prioritisation of trails, working in collaboration with key partners to keep the dataset in continual review and improvement. Include a network map that provides a hierarchy of provision, reflecting access, proximity and challenge of each track and trail
- Create a comprehensive list of supporting infrastructure and assets encourage support connection usage (bike stands etc)
- Review the signage and wayfinding policy, including implementation action plan
- Align development planning through township structure planning and the District Plan
- Promotion and education initiatives of walking and cycling to increase participation
- Align project scoping to meet external funding criteria (i.e. NZTA)
- Support councils and relevant authorities and organisations in maintaining and making improvements to the existing in walking, cycling and bridle trail infrastructure
- Support for the Regional Bridle Facilities Strategy led by Sport Waikato
- Encourage and support partnerships with local communities, clubs and groups for trail management and maintenance
- Review and streamline Councils volunteer on-boarding process
- Promote innovation in retrofit and new design to improve accessibility and inclusion of a range of trial types

Commented [RL39]: Submission - Sport Waikato

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Commented [RL41]: Submission - Sport Waikato

## Appendix 2 Stakeholders

In formulating this strategy Council has sought input from the following stakeholders:

- Community Boards and Committees
- Bike Waikato
- Bikes in Schools
- Department of Conservation
- Hamilton City Council
- Iwi and Hapu, with ongoing partnership which will be undertaken at specific locations.
- Herenga ā Nuku Aotearoa (Outdoor Access Commission)
- HAAWI (Horse Access Advocates Waikato Incorporated)
- Raglan Mountain Biking Club
- Sport Waikato
- Raglan Ramblers
- Waikato Regional Council
- Waikato River Authority (WRA)
- FAWN (Franklin Access Walking Network)
- Tamahere Mangaone Restoration Trust
- [Known local developers and project groups](#)
- [Land Owners](#)
- Waikato District Council internal teams
  - Council's Roding Team has been consulted as the likes of footpaths may provide strategic linkages. Where applicable, integrating walkway development into existing roading and utility works programmes will be cost-effective
  - Open spaces team – implementing the document
  - Strategic planning team

The feedback that has been received from stakeholders has contributed to the final makeup of this strategy.

## Appendix 3: Proposed Trails Spatial Map

\*\*Editors Note: A link will be made available for the online spatial maps within the final Connectivity Strategy. The live spatial data map will identify potential trails and contain information relating to their priority and background details.

DRAFT

### Minutes for the Connectivity Strategy Workshop

<b>Date:</b>	<b>Wednesday, 6 December 2023</b>
<b>Attendees:</b>	<b>Council:</b> <b>Rebecca Law – Reserve Planning Team Leader</b> <b>Matt Horsfield – Reserve Planner</b> <b>Emma Leijen – Reserve Planner</b> <b>Stephanie Loughnan – Parks Officer</b> <b>Elsa Snyders – Senior Strategic Planner</b> <b>Fletcher Bell – Strategic Planner</b>  <b>Submitters:</b> <b>Shaun Jackson</b> <b>Anaru Wilson</b> <b>Maggie Wilcox</b> <b>Brent Nijssen</b> <b>Felicity Brough – Herenga a Nuku</b>
<b>Time:</b>	<b>9:30-11:30am</b>

- Brief discussion around targeted rates. Clarification was provided around what the targeted rate for Tamahere Mangaone Restoration Trust was intended for.
- Tuakau Walking Access – There were already several ways to access the river from the township. Formed built paths aren't always necessary, and people can find their own way via green spaces.
- Public land needs to be respected by users.
- Accessibility – Mown grass strips do not allow for wheelchair users in many cases.
- Te Awa Cycleway – Whilst the cycleway is a very good asset, it still excludes users such as horse riders.
- Tracks need to cater to as many users as possible, not just one user group e.g. cyclists.
- Data should be used to attain how tracks are used and then build tracks to suit how they are used recreationally and their popularity.
- Public liability – Trails that cross private land often require land owners to obtain public liability insurance. This is a legal issue that prevents spaces being opened up.
- Concern raised regarding trails becoming a destination without structures and assets in place to cater to popularity (such as parking). Social media can create destinations that are not suitable for high patronage. This can also led to trespassing and damage to cultural sites.
- Some trails that are not well known, but utilised by the community need to be considered for their suitability as their assets may not be up to standard to cater for heavy usage.

- It is important that departments across Council are aware of the strategy and that it is utilised widely.
- Some areas may need protecting for historic and cultural significance. There needs to be communication with Heritage NZ and Mana Whenua to ensure that trails do not negatively impact these sites.
- Community Engagement has improved from Council over time, however there is still room for improvement for consulting with private property owners. For example for the residents of Bilsthorpe Lane regarding trespassing and flooding.
- Council needs to cater for growth in open spaces, such as boat ramps and horse floats.
- Council should not be expected to build a path exactly how it's been outlined on the map.
- How much does Council expect developers to contribute to green spaces?
- There is a requirement for Council to meet the vision of liveable, thriving and connected community. However Council has limited funding opportunities to deliver trails, therefore developers and the community need to work together to develop more opportunities for trails.
- The Community wants to build paths however external funding (such as community grants) disappears soon as projects are handed to Council. It was additionally noted that developers are interested in delivering paths and improving connectivity.
- Examples of community driven trail projects include the Pukemokemoke Trust. Council contributes with ecological funding, but the tracks are built by volunteers and are privately owned.
- Public funds for tracks need to ensure that enduring legal access is provided. This means not entering license to occupy arrangements. This is especially poignant when Council is maintaining the space.
- Council needs to ensure there are opportunities for riparian access.
- Flexibility needs to be shown during the scoping of trails for considerations such as climate change. Climate change is having an increased effect on Council assets.
- Council needs to be able to enable volunteers to undertake their activities. It should be easier for the public to get involved in activities such as track building.

### **Prioritisation**

- There is currently only one reference to climate change. There needs to be a bigger emphasis on the role that trails and footpaths can have regarding climate change, such as

providing alternatives to car-use. Most people want connectivity to go to their local shop, school, church etc.

- There needs to be a good balance between trails built for recreation/leisure and for connectivity.
- Growth is not well reflected in the prioritisation table.
- The spatial map needs to show roads and esplanade strips more clearly.
- Some public spaces are viewed as private, and they needs to be shown more clearly that they are open to the public.
- Council has limited resources. The prioritisation table provides a guide for staff to prioritise time and money, and not just listening to who is “speaking the loudest”.
- It is important to work with local communities to ensure that the desires of the community can be delivered. Local knowledge is crucial.
- Utilities could be placed under tracks rather than roads, and may open up more opportunities for access.
- Questions raised where there are any limitations to volunteer work on road reserve, as there is a lot of road reserve land around the coastal margins in Te Akau South.
- There needs to be a process to ensure that unformed legal roads serve a purpose.

## **Maps**

- The online map was an important for future developers to underway where potential trail are designated for.
- It good that the map can be used easily across multiple departments within Council and it can remain a live map.
- It was noted that zoning was not identified in the map.
- Trail descriptions need to be clearer. For example, more clarification was needed whether trails are only indicative or general aspirations. Land owners can often become concerned when they see proposed trails may cross into their lines or nearby. Wording for the spatial mapping may need to be more clearly named, such as “Aspirational future pathways”. It is important that we remain transparent with the public as well as developers regarding our indicative plans for the trails outlined.