

Final Walking Action Plan

Buller District Council



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Quality Assurance Information

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1. Why is walking important?

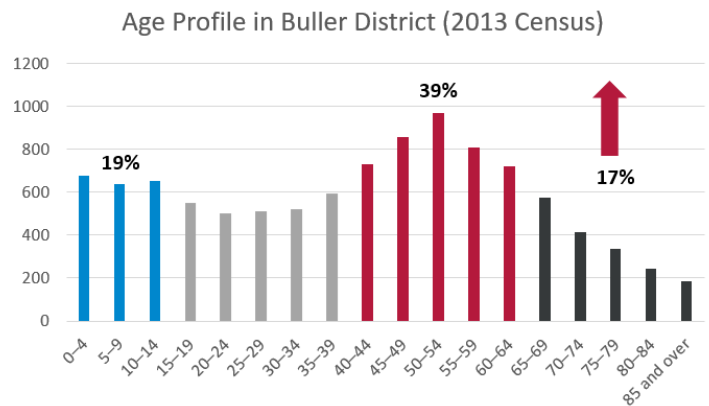
Walking is often the ‘forgotten’ transport choice, yet we all walk or use the footpath on a daily basis. It is also one of the first things we learn to do and that we are able to maintain throughout our lives. But why develop a plan for walking?

The role of walking is becoming more significant particularly as our population is living longer.

Buller is home to just under 10,500 residents. Data from the 2013 census shows that the majority of the local population is 40 years or over.

Statistics New Zealand forecasts indicate that the proportion of people in the younger age groups is set to decrease and the population aged 65 and over will be at similar levels to the 40 to 65 age bracket.

To accommodate the changing needs and abilities of the ageing population, New Zealand based research has set a challenge for ageing well and reducing disability. The more active we are as individuals and a community impacts on our overall health and wellbeing.



The Government Policy Statement has core objectives that focus on improving road safety and enabling transport choice, which are fundamental to improving the built environment for our ageing population. The ‘Walk21 International Charter for Walking’ sets some key principles that meet the needs of all residents including design that best meets the needs of the young and old.

- Increased inclusive mobility
- Well designed and managed spaces for people
- Supportive land use and spatial planning
- Reduced road danger
- Culture of walking.

As we age, the speed at which we are able to walk is likely to decrease, increasing the amount of time it takes to walk and cross the road. Sight degeneration is also an issue, 14% of the population aged 50 or over already affected. Most people with sight loss currently have some vision and total blindness is a relatively small proportion of the current Blind Foundation membership. This trend is likely to continue with most of the population retaining some vision. Anyone who experiences limited mobility or other disability experiences challenges navigating the current built environment and this needs to change to ensure that independent access to social opportunities are supported.

In addition to an ageing population there is the general health and wellbeing of the wider population to consider. Obesity is the number one cause of early death in New Zealand. According to the 2017/18 Ministry of Health survey 32% of adults and 12% of children are obese. The related illnesses and associated costs of treating them costs the New Zealand health system between \$624 and \$849 million in one year. (Lal et al, 2012).

More than anything, walking can be fun and enables us to interact with our community. Our mental health and wellbeing benefits dramatically from physical activity. The simple fact is that as a transport choice walking has not been prioritised and this needs to change.

Providing an environment that supports people to walk or walk more often will address many of the access issues facing the Buller community.

2. Walking in the Buller District

The first West Coast Regional Walking and Cycling Strategy was published in 2009. The focus of the strategy was to encourage “More walking, more cycling, more often”. The anticipated outcomes for the district were:

- 1) Walking and cycling activity is increased;
- 2) An environment that is safe, convenient, attractive and accessible for walking and cycling is developed
- 3) Relevant strategies, policies, plans and practices include and support walking and cycling; and
- 4) The West Coast is promoted as a walking and cycling destination to support tourism and economic development.

The question addressed in this section of the action plan is to review what the walking environment is like in the district and how well the original outcomes of the 2009 strategy have been addressed.

2.1 What do we have?

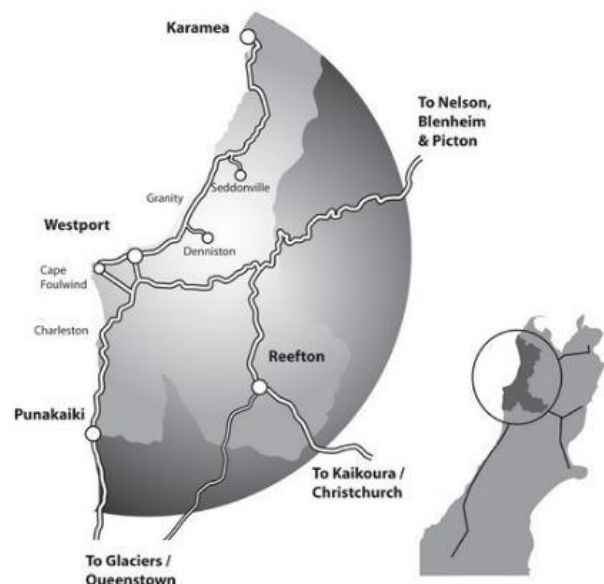
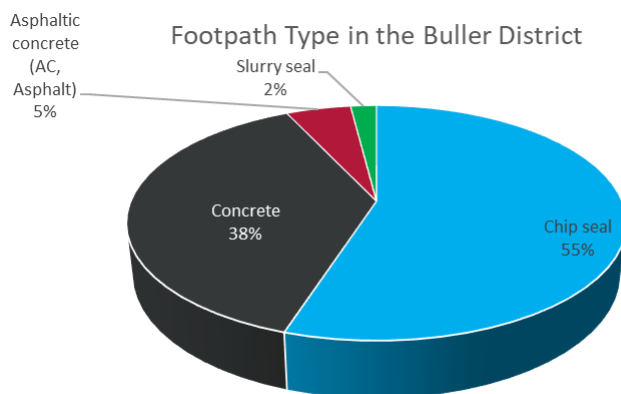
The Buller District is located on the West Coast of the South Island. Urban Westport is home to 38% of the total population, Reefton is the second largest town and is home to 10% of the total population. The remainder of the population is based within townships and rural properties within the district.

Footpaths in the district

Somewhat reflecting the low population, the district has a total of 86.5km of footpaths. Of which:

- 61% are in Westport
- 9% are in Reefton
- 6% are in Carters Beach
- 3% are in Granity
- 2% are in Karamea
- 2% in Ngakawau/Hector
- 1% are in Punakaiki
- 1% in Waimangarua
- Less than 1% each in Ikamatua and Inangahua Junction

A review of the footpaths in 2018 identified that most footpaths were chip seal and concrete footpaths.



Council have previously undertaken exercises to rate the footpaths and regular stocktakes are completed to understand the current quality of the existing infrastructure to help inform the footpath maintenance programme. Previous work identified 7% of the network as high priority paths mostly located along Palmerston Street in Westport.

The footpaths, particularly in Westport, are reasonably wide. This is a good base network to build on to create an even more accessible environment for people with disabilities and to create attractive environments and space to spend time in for residents and tourists alike.

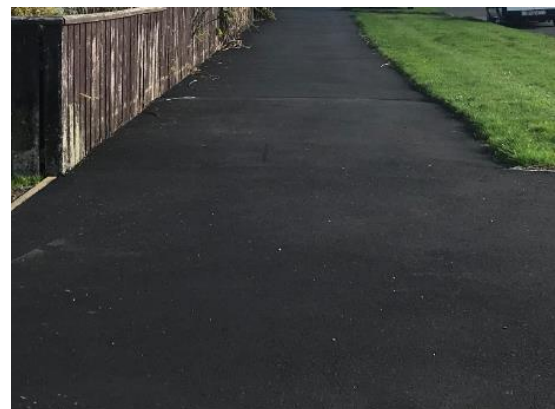
Typical examples of the existing infrastructure in the district are shown below.



The key issues identified by the community and during site visits included:

- wide road crossings
- uneven and poor-quality surfaces unsuitable for people with limited mobility
- footpath gradients creating risk of falls or injury to people with limited mobility or in mobility scooters
- steep driveway gradients
- presence of lichen and leaves on footpaths causing slip hazards
- drainage of surface water causing ponding and slippery surfaces on roads and footpaths in the main centre of Reefton
- presence of overhanging vegetation and trees adjacent to the footpath
- need to provide safe access for mobility scooters/wheelchairs e.g. narrow wheels and larger mobility scooters

As part of the 2018 to 2021 footpath resurfacing programme many footpaths have already been upgraded to asphalt. The feedback from the community during the engagement exercise fully supported the replacement of footpaths with smoother asphalt surface with clear support for continuation of maintenance renewals with asphalt.



Example of new footpath in Reefton and Westport

2.2 Walking activity

The 2009 strategy set a target for walking to work mode share in the Buller district from 12.8% (2006) to 15% (2016). Census data is only available for the 2013 census, which showed a small decrease to 11% of people walking to work.

This is not the best indicator for walking activity and reviewing other walking activity data would be beneficial. Many of the actions identified in the action plan focused on improvements to the cycling network and provided a framework without a detailed pedestrian improvement programme.

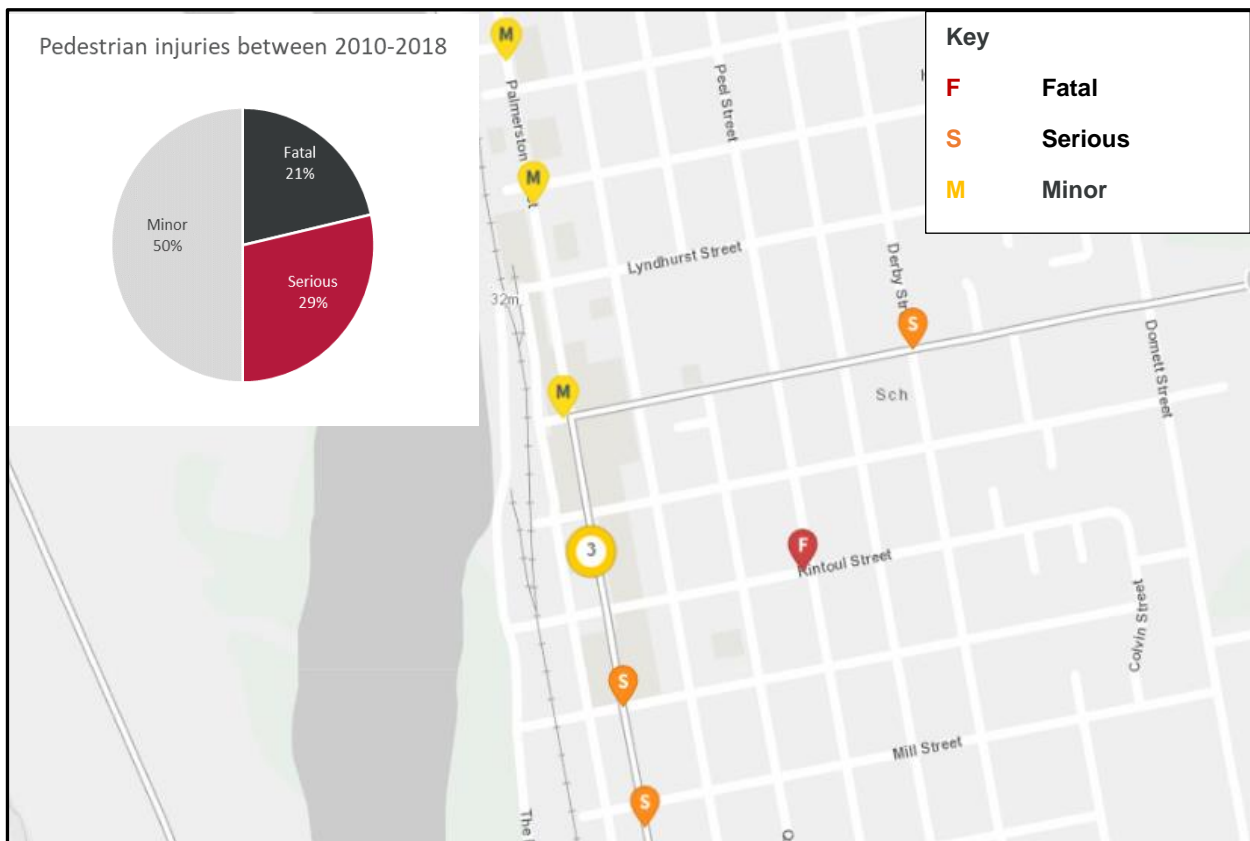
There are currently no regular walking monitoring programmes undertaken but they were recommended in the original 2009 strategy. The New Zealand 2018 sport survey collected data on physical activity. Adults participated in 5.5 hours of physical activity per week on the West Coast with children taking part in almost 11 hours per week. This is a small sample set but is a consistent data source that can be referred to undertake on going monitoring. This is reflected with some of the people who attended the workshops, people already walk to participate in daily activities, health and recreation. Many retired members of the community who attended workshops were active and wanted to continue to be.

The counters installed on the boardwalk of the Kawatiri River Trail counted approximately 97,000 people exiting the boardwalk in the year between May 2018 and May 2019. Although the counter does not distinguish between pedestrian and cycle access, the community organisers behind the trail believe that pedestrians account for a 60% majority of those numbers.

2.3 Safety and comfort

Road safety

A total of 14 crashes involving pedestrian were recorded in the national Crash Analysis System (CAS) for the Buller district for the 10-year period between 2010 and 2018. This accounts for 3.4% of the total injury crashes within the district for the same period. A comparison of the crash trends reported in the 2009 Walking and Cycling strategy indicates that pedestrian crashes remain 1.4% of total crashes and the proportion of pedestrian death and serious injury crashes remains at 5%.



Location and severity of pedestrian crashes

Pedestrian crash data in CAS is the only regularly collected data but does not fully capture pedestrian safety concerns. Other traffic conditions such as traffic speeds and volumes are a vital piece of the puzzle in terms of creating an environment which is safer and is perceived to be safer. Traffic speeds were highlighted as a concern by residents in all locations.

In Reefton, Victory Road and 'The Strand' were identified as locations with a high Infrastructure Risk Rating (IRR). This process identifies roadside hazards and reviews previous crash data to evaluate the risk of crashes occurring on a section of road. Both roads are narrow, have either no or poor existing footpaths and are on a route identified as a priority walking route for the local community.

The presence of State Highways as the primary road in many of the towns means there are two parties responsible for walking infrastructure and safety, these are Council and NZ Transport Agency (NZTA). The key issues identified both in the road safety analysis and feedback from the community were where there are:

- existing dangerous crossings of the state highway; or
- lack of crossing opportunities.

The photograph below shows the existing facilities creating wide crossing distances for pedestrians. This issue is also present on the state highway and wide residential roads.



Wide roads making pedestrian crossing challenging (Mill Street)

In Westport, the local community also expressed concern regarding the safety of the existing zebra crossings located on Palmerston Street. The crossings are some of the few to have any tactile paving and provide shelter. These elements are positive; however, the concern is more focused on the ambiguity of who is permitted to cross and complexity of crossing movements for all users because they are close to a four-way traffic intersection.



Palmerston Street existing pedestrian crossing

Safety was considered of paramount importance for the local community. The feedback is reflected in the quote below.

In all cases, the key element is safety. A pretty town is desirable. A safe town is essential, hence the need for reasonable footpaths.

(Resident feedback, May 2019 workshops)

2.4 Relevant strategies and policies

More recently Council, West Coast District Health Board and other partners have been working on strategies and plans that fundamentally include improvements to the walking environment. The Annual Plan and council maintenance programmes have increased the amount of funding available to improve footpath maintenance. This programme provides an opportunity for improved footpaths and Council intend to provide the investment where it is needed most. Council sought community feedback on where priorities should be set for footpath maintenance renewals.

The Draft Accessible Te Tai Poutini Strategy (2018) is focused on providing an inclusive and accessible environment so that people of all ages and abilities can enjoy access to both day to day and recreational activities. The transport outcome proposed within the plan is that **'transport networks on the Coast are increasingly more accessible and inclusive.'** The plan recognises that *'footpaths, road crossings, shopping areas and green spaces are generally old and were designed when lower access standards applied so do not support good accessibility'*.

The Westport Revitalisation Project (2018) was a council led initiative that included improvements to enhance the safety, attractiveness and comfort of walking routes in the Westport area. It identified a range of measures that would improve the walking environment in the commercial centre of Westport, access over the rail line and creating an attractive centre where residents and tourists can spend time.



A review of the current district plan revealed that there are rules within the current framework that promote the principles set out in the New Zealand Pedestrian Planning and Design Guide (2009) including:

- Managing the number and location of footpath signs permitted on a footpath
- Maintaining a 2.5m wide unobstructed footpath
- Provision for weather protection over footpaths.

Although these are good provisions, there are more opportunities to embed good planning and design principles and rules within the district plan review.

2.5 Tourism and recreation

The Buller district has two nationally recognised hiking and biking trails which provide a great facility for both residents and tourists alike, these being the Heaphy Track and the Old Ghost Road track. The Kawatiri RiverTrail is also a popular

route for local residents and tourists. The existing access to the Kawatiri River Trail is currently via an unsurfaced car park. Work is currently underway with a volunteer group to resolve circulation logic, traffic interactions and to seal the car park. It is anticipated that construction will be completed by the end of 2019. Footpaths accessing the trail have been upgraded and new sections installed.



The Kawatiri Coastal Trail will connect Charleston to Westport and this PGF funded project is currently in its detailed design and consenting stage. Separately to that project, work is underway to link the existing Millennium track alongside the Buller River to the Kawatiri River Trail and the existing boardwalk. The work developing this route is an ongoing process. This action plan can focus on providing the walking links on public roads providing direct links to the trail from residential, retail destinations and other recreation routes. It is likely that the route will be developed in stages so that access across the rail line may change as the route progresses further north.

2.6 Summary

The Buller district has a comprehensive network of footpaths considering the size of the towns and townships, with most of the infrastructure provided in Westport as the main commercial and residential centre for the district. The width of existing footpaths (3m wide or greater in some instances) provides opportunities to create high quality environments for people using the walking environment with prams, wheelchairs. The existing network is located on routes providing access to key destinations in Westport. However, deficiencies identified in the network include surface quality, footpath gradient, need for widening on some routes and lack of connected footpaths which limits opportunities, particularly for people with limited mobility and disabilities.

Reefton lacks footpaths particularly in residential areas and providing access to key destinations such as the hospital. There is a significant population who are older and with limited mobility in Reefton who find it difficult to access basic facilities on the existing walking network. Community feedback clearly indicated that people of all ages want to be active, with walking as a key activity. The lack of footpaths limits the opportunities for many to walk particularly in inclement weather conditions. If more footpaths are provided and surfaces and drainage are improved in the town centre, walking will become a more viable option for local walking trips.

3. Improving the walking environment

3.1 Scope of the action plan

It is acknowledged that there is already a good network of recreational walking and cycling routes in the region. However, to focus the priorities and actions, this action plan centres on improvements to the built environment controlled either by Council or NZTA and is intended to inform improvements for the next 10 years. This means that the focus is on improving the opportunity for walking in:

- towns;
- townships; and
- providing good access to shared walk/cycle routes particularly from local towns and townships.

3.2 Developing the action plan

Everyone has a part to play in making the Buller district 'walkable' and the community are the most important part of the equation. Therefore, the community have been involved in the development of this action plan from the very early stages. Workshops were held in May 2019 in Westport and Reefton, with over 55 stakeholders invited and the advertisement being disseminated via the local press and Council website.



Initially, three workshops were held with residents, representatives of local businesses and advocacy groups. The workshops aimed to identify:

- the key issues and challenges for walking in the district
- what is good about the current environment
- opportunities to improve the footpaths
- priorities for investment.

This work was followed up with additional engagement with local schools, the wider Reefton community, the volunteers responsible for the Kawatiri River Trail and Millennium track and reviewing the Annual Plan submissions.

There were 18 submissions on the Annual Plan that supported continuing to upgrade footpaths in Westport and provide new footpaths in Reefton. The engagement process identified that it is also critical to develop routes that complement the extension of the Kawatiri River Trail.

Feedback from the workshops have informed the development of this action plan. This document includes the actions that can be addressed as part of a framework or masterplan to inform improvements in the walking environment. Some matters that were raised can be addressed in the short term and have already been investigated by the Council.

3.3 What is the problem?

Extensive public engagement and feedback has been considered to develop the following problem statement:

Deficiencies in the current pedestrian environment are restricting travel choice and leading to poor health and wellbeing outcomes.

Whilst the Buller walking environment is extensive given the distribution of communities throughout the district, key deficiencies have been identified that inhibit walking as a valid transport choice for many residents. For example:

- Pedestrian safety and access on and across Palmerston Street, Brougham Street and Mill Street in Westport is a concern and a priority
- Lack of safe crossing points of the road network
- Lack of footpaths in Reefton
- Disconnected networks for people with limited mobility and disabilities
- Lack of footpaths on recreational routes
- Poor access to the Kawatiri Trail – from the town centre and through the boat shed car park.
- Traffic speeds and volumes in town centres and townships on the state highway sections of road.

3.4 What are we trying to achieve?

Based on the review of previous strategies and the existing environment, the proposed outcomes of the 2009 West Coast Walking and Cycling Strategy are still relevant and align well with the Walk 21 charter. The vision for this action plan is:

A walking environment that is safe, convenient, attractive and accessible for all

The outcomes from the 2009 strategy are still relevant and reflect the outcomes desired by residents expressed during the stakeholder engagement. The focus of the objectives and proposed outcomes have been updated to reflect current health and wellbeing, safety and transport choice focus.

Objective	Target	Baseline	Monitoring
Walking activity is increased	- To increase the number of people walking for work, school recreational and health trips - Relevant strategies, policies, plans support walking improvements	Increase walking to work mode share to 11% (2013) - Up to 60,000 walking trips on the Kawatiri Trail - Some walking related policies	- Increased walking to work and other walking activity sources included - Updated policies
The actual and perceived safety of the pedestrian environment is improved	- Recorded pedestrian crash rates are reduced even as walking activity increases - Perceived safety of the environment improves	- 5% of crashes are pedestrian death or serious injury and 1.4% of total crashes Quantitative baseline data to be collected	- Maintained or reduced recorded crash rate - Improved satisfaction and perceived safety
The network provides more accessible routes for people with limited mobility and/or disabilities	- More walking routes provides access to everyday activities	- Mapped existing accessible routes - Low level of customer satisfaction (Complete survey)	- Increased number of accessible routes - Improved customer satisfaction (survey)
There is more opportunity to participate in walking as a health activity for residents and tourists	- Walking links to existing and new recreational routes are enhanced	- Poor existing infrastructure and wayfinding links - Quantitative baseline data to be enhanced and improved	- Improved walking routes and wayfinding installed - Increased numbers of people walking recreation routes

3.5 The action plan

The priority network and proposed improvements

The action plan has been developed based on meeting community outcomes, addressing the identified problem statement and acknowledging that there may be limitations in achieving high quality walking outcomes for every route in the district. Whilst the action plan considered improvements in all townships, as areas with higher density population and existing safety concerns, maps were developed for Carters Beach, Reefton and Westport. The maps provide an overview of the following:

- 1) **Priority walking network (including locations identified as high-risk areas for pedestrians)**
- 2) **Proposed infrastructure improvements**

The action plan itself also includes specific township improvements and area wide improvements. The plan is a living document and will be adapted over time as infrastructure is upgraded and land use changes. In the first instance, it provides a framework that best meets the need to provide a safe and accessible network and addressing the key concerns raised by the community during the engagement and network review process.

Assessing the priority

There are often limited budgets so an initial assessment of the priority of individual actions is also based on meeting both community identified objectives and the most relevant Government Policy Statement priorities. Key considerations include the following elements:

- Identified community priorities;
- Addressing the existing gaps in the walking network;
- Where improvements will increase access to identified key attractions;
- Providing improved access for all but particularly those with a disability or limited mobility to core facilities;
- Improved road safety and perceived safety
- Improved access to economic and social opportunities;
- Enables transport choice and access; and
- Delivers infrastructure and services at best cost (value for money).

The review of the existing infrastructure and identification of new improvements needs to consider all users of the footpath environment and meet the current NZTA pedestrian planning and design guidance principles. A concise version of the key attributes of the planning and design principles are outlined below.

Criteria	Description
Safe and Secure	Does the layout provided minimise the conflicts with traffic at driveways, accesses and crossings? Does the walking environment discourage antisocial behaviour?
Comfortable	Are paths wide enough with good surfaces and convenient resting points? Review key factors that could influence air quality.
Universal	Are facilities suitable for people with people with disabilities and other users such as parents with prams.
Connected	Does the network provide/improve access to popular destinations and public transport links within walking distance?
Pleasant	Is the space attractive and an enjoyable space to be in?

The proposed action priority network and infrastructure improvement maps and action plan provide an overview of the proposed improvements.

3.6 Delivery and monitoring

Delivery

The action plan identifies a wide range of infrastructure and supporting policies and delivery of the actions will take at least 10 years. The rate of delivery depends upon funding being available to achieve the outcomes.

Funding

The primary funding for the work proposed in the action plan is likely to be sourced from NZTA either subsidising local programmes identified in the action plan, which are included in the Long Term Plan or as part of other funded programmes. This will include elements identified in the footpath renewal programme and new footpath/walking improvements.

Other funding opportunities may exist via the Ministry of Health or the Department of Conservation (DOC) and other agencies in the area of economic and tourism development.

There is an opportunity to forge funding partnerships with other agencies working towards these common goals to support improved health and activity for the West Coast community.

The most likely funding/partnering opportunities include:

- The Kawatiri Coastal Trail and Kawatiri River Trail
- Healthy communities funding; and
- Liveable cities/Age friendly cities funding (for smaller projects).

Monitoring









Whilst the observational data and Kawatiri Trail data shows that people are walking in the district there is a lack of good reliable data regarding walking activity in the towns and townships. Collecting data on walking activity using standard transport counters can be challenging. There is also a lack of understanding of customer satisfaction of the walking network and infrastructure. Developing the action plan has revealed that the community is enthusiastic about good walking environments and support the proposed improvements. The challenge going forward will be to collect robust data to show that people are walking and are more satisfied with the environment.

It is proposed that delivery of this strategy be monitored through new and existing channels. The first step is to develop the monitoring strategy and collect baseline data.









Some examples of monitoring include:

- Customer satisfaction surveys;
- Pedestrian use over time;
- Footpath rating; and
- Annual monitoring including reporting on completed actions.



Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
C1	Carters Beach	Marine Parade from 55 Marine Parade to entrance of Top 10 Holiday Park and to the new subdivision.		Add new footpath on the eastern side of the road connecting the existing footpath to the holiday park continuing to link to the new subdivision located at the end of Marine Parade or provide adequate crossing points to a pathway proposed on the western side of Marine Parade (Kawatiri Coastal Trail).	New infrastructure	Medium	Medium	BDC
C2	Carters Beach	Marine Parade to Golf Links Road		. Kawatiri Coastal Trail will soon be building a wide pathway on the western side of Marine Parade	Upgrade	Low	Medium	BDC
C3	Carters Beach	Marine Parade/Tasman Street intersection		Widen the footpath at the intersection and provide tactile paving, could consider a raised table to provide safer crossing and provide pedestrian priority on this route. Kawatiri Coastal Trail and BDC also potentially intend to widen the western edge of Marine Parade adjacent to Tasman Street to increase parking capacity and safety.	Upgrade	Low	Medium	BDC
C4	Carters Beach	Tasman Street and Cook Street to Golf Links Road		Widen footpaths ideally to 1.8m wide, install a new pedestrian crossing of Tasman Street close to the intersection of Cook Street, relocate the pedestrian crossing of Cook Street away from the mouth of the intersection Alternative option is to consider a raised table and at grade pedestrian crossing points.	Upgrade	Low	Medium	BDC
C5	Carters Beach	Golf Links Road from Schadick Avenue to Marine Parade		Create a new footpath/facility (working with the Kawatiri Coastal Trail) on the north eastern side of the road within the vegetation. Need to provide a safe crossing link to the existing footpath.	New infrastructure	High	High	BDC
C6	Carters Beach	Marine Parade/Schadick Avenue recreational loop		Work with the Kawatiri Trail Trust to create access to a recreational loop. Potential exists to link Schadick east to the airport road and then returning west along Marine Parade or in bush within the golf club.	New infrastructure	Medium	Medium	Kawatiri Trail Trust/BDC
C7	Carters Beach	Golf Links Road/Marine Parade intersection		Consider provision for a formed access (footpath) to the beach in keeping with the environment and providing a safe crossing point to the existing footpath linking to the eastern footpath. This will most likely form part of Kawatiri Coastal Trail build.	New infrastructure	Medium	Medium	BDC
C8	Carters Beach	Macintyre Road link to Tasman Street		Provide a footpath on the McIntyre Road and Tasman Street with a safer pedestrian crossing point of SH67A close to the intersection.	New infrastructure	Medium	Medium	BDC/NZTA

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
C9	Carters Beach	Ngahue Crescent walkway and link to McIntyre Road		Provide a safe crossing point including provision of new footpaths for residents to access the McIntyre Road area on a suitable desire line.	New infrastructure and upgrade	Medium	Medium	BDC/NZTA
C10	Carters Beach	SH67A route to Westport		BDC to consider speed limit review and facilities along SH67A which may complement and enhance links to the proposed coastal walkway.	Policy	Low	Low	NZTA/BDC
CH1	Charleston	SH6 Camp Street – access to local businesses		The Kawatiri Trail Trust have proposed plans to improve pedestrian connections in Charleston including providing a new footpath and identifying pedestrian crossing locations of the State Highway. Plans are subject to ongoing consultation and all partners will need to work together as plans develop. (Plan available in spatial maps)	New infrastructure	Medium	Medium	KCT/NZTA /BDC
N1	Ngakawau	SH67 bridge crossing the Ngakawau River		Request received for a footpath to be constructed from the north side of the Ngakawau Bridge along SH67 to provide access for local people and visitors. Alternative bridge crossing options could be explored between the key partners.	New infrastructure	Medium	High	NZTA/BDC
R1	Reefton	Plaskett Street park		Provide widened asphalt surface through the existing park and look at installing new features to attract people to the park.	Upgrade/new infrastructure	High	Low	BDC
R2	Reefton	Victory Street		Widen and resurface the existing footpath along the entire length of Victory Street, improve crossing points linking to the east-west priority pedestrian routes and improve pedestrian safety and amenity at all intersections along Victory Street including smooth transitions from kerb to carriageway and providing tactile pavers.	Upgrade	High	Medium	BDC
R3	Reefton	Chattockville Road		A community request was received by BDC to provide a footpath to create a walking link along Chattockville Road. A new footpath will require lighting and new drainage. This is a secondary route with the park path providing the preferred route.	New infrastructure	Low	High	BDC
R4	Reefton	Residential streets - various		All residential streets located on the priority network will require a new path on one side of the road. The alignment of the footpaths is specified on the route map. A new footpath will require lighting and new drainage.	New infrastructure	High	High	BDC
R5	Reefton	Sheil Street – access to hospital		Provide a new footpath on Sheil Street that provides access to the rear of the hospital, improves pedestrian access for residential properties and creates a walking loop for people undertaking walks for recreation or health.	New infrastructure	High	Med	BDC
R6	Reefton	Access to commercial centre		Improve the drainage on the existing footpaths, review traffic speeds through the town centre, resurface and widen some footpaths and provide new and improved pedestrian crossing points located on key desire lines.	Upgrade/new	High	Med	BDC

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
R7	Reefton	The Strand		Upgrade pedestrian facilities so that a footpath is provided linking the historical walking tour, the holiday camp, the swimming pool and the skate park to the town centre. The work involves widening footpaths in some instances and new footpaths, improved crossing points and enhance wayfinding.	New infrastructure upgrade	Medium	Low	BDC
R8	Reefton	SH7 Inangahua River bridge		Explore options to create a wider footpath (and safer provision for cycling) across the river at the existing bridge either with the addition of a clip on footbridge or consider an alternative pedestrian/cycle bridge accessed from an alternative location such as the Strand.	New infrastructure/upgrade	Medium	High	NZTA/BDC
R9	Reefton	Access to recreational route		Provide improved access including works from R7, provide new footpaths creating a loop to and from the swing bridge.	New infrastructure	Medium	High	NZTA/BDC
R10	Reefton	Reefton wide on priority network		Improve all pedestrian crossings on the pedestrian network and preferably provide new asphalt surfaces on the footpaths.	New infrastructure/upgrade	High	Low	BDC
W1	Westport	Orowaiti Road and Brougham Street crossing and footpath		Provide a new footpath and road crossing from Orowaiti Road and resurface the existing footpath along Brougham Street.	New infrastructure/upgrade	High	Medium	NZTA/BDC
W2	Westport	Eastons Road from Brougham Street		Resurface and widen existing footpath	Upgrade	Low	Medium	BDC
W3	Westport	Recreational route including Eastons Road, McKenna Road, Abbatoir Road and Stafford Street (to Queen Street intersection)		Provide a new footpath and consider lighting for the recreational route.	New infrastructure	Medium	High	BDC
W4	Westport	Stafford Street from intersection with Queen Street to Kawatiri Trail		Widen the existing footpath and improve the pedestrian crossing facilities at the intersection with Queen Street.	Upgrade	High	Low	BDC

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
W5	Westport	Domett Street to Wakefield Street		Resurfacing and widening on sections of route with existing grass verge. All intersection crossings should be improved, and midblock crossings considered to cater for pedestrian desire lines.	Upgrade	Medium	Medium	BDC
W6	Westport	Mill Street from Domett Street		Resurfacing, improving crossings and increased availability of midblock pedestrian crossings.	Upgrade	High	Medium	BDC/NZTA
W7	Westport	Local residential streets including Larsen Street, Fonblanque Street and Rintoul Street.		Resurfacing and widening of existing footpaths, improved crossing facilities at intersections and increase mid-block pedestrian crossing locations.	Upgrade	Medium	Medium	BDC
W8	Westport	Palmerston Street		Provide improved pedestrian crossing priority at intersections and provide midblock pedestrian crossings and resurface the footpath. Review the parking layout to improve visibility of pedestrians at key locations e.g. intersections and crossing desire lines for vehicle drivers. Reallocate space for people on Brougham Street – consideration of Brougham Street and surrounding Streets as one-way streets. Remove parking on eastern side of Palmerston Street and provide right turn bay into New World or ban right turn.	Upgrade	High	Medium	NZTA/BDC
W9	Westport	Rintoul Street and Wakefield Street		Resurface and provide narrowed crossing points at key locations.	Upgrade/New	Medium	Low	BDC
W9	Westport	Derby Street – access to beach		Widen the existing footpath, consider improved lighting and provide crossing to the beach access.	Upgrade/New	Low	Medium	BDC
P1	Punakaiki	Punakaiki Village		Work with the team connecting the Truman track to Waikorai Road. The focus for this work is to ensure that high quality pedestrian facilities are provided for a safe and attractive walking route alongside the proposed cycle facility.	Upgrade	Low	Medium	BDC/NZTA/DoC
D1	District wide	All towns and townships		All intersections on the proposed pedestrian network to provide safe and accessible crossing including meeting RTS14 requirements with the provision of tactile paving layouts.	Upgrade/New	High	Low	BDC
D2	District wide	All towns and townships		Develop and implement a wayfinding strategy for walking routes.	New	High	Low	BDC
D3	District wide	All towns and townships		Ensure that all strategies, policies and plans are updated to reflect a priority for walking.	Policy	High	Low	BDC
D4	District wide	All towns and townships		Consider provision for pocket parks and outdoor exercise equipment.	New	Medium	Low	BDC
D5	District wide	All towns and townships		Ensure that drainage is suitable to provide safe and accessible access for pedestrians on footpaths and at designated pedestrian crossing locations.	Policy/Upgrade	High	Medium	BDC/NZTA
D6	District wide	All towns and townships		Conduct a speed limit review and implement recommended speed changes to support a more attractive and safe walking environment including Carters Beach, Reefton and Westport.	Policy/New	High	Low	BDC/NZTA
D7	District wide	All towns and townships		Develop a monitoring strategy using existing channels, e.g. travel to school survey as part of the school curriculum.	Policy	High	Low	BDC
D8	District wide	All towns and townships		Develop and conduct customer satisfaction surveys including audits e.g. healthy streets audits to assess the benefit of improvements.	Policy	High	Low	BDC
D9	District wide	All towns and townships		Provide improved lighting focused on pedestrians especially on the priority routes.	New/Upgrade	High	Medium	BDC/NZTA

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
D10	District wide	All towns and townships		Review the availability and access for disabled parking bays within townships – assess if more are required and ensure that people are able to access the footpath safely from the designated spaces.	New/Upgrade	Med	Low	BDC/NZTA

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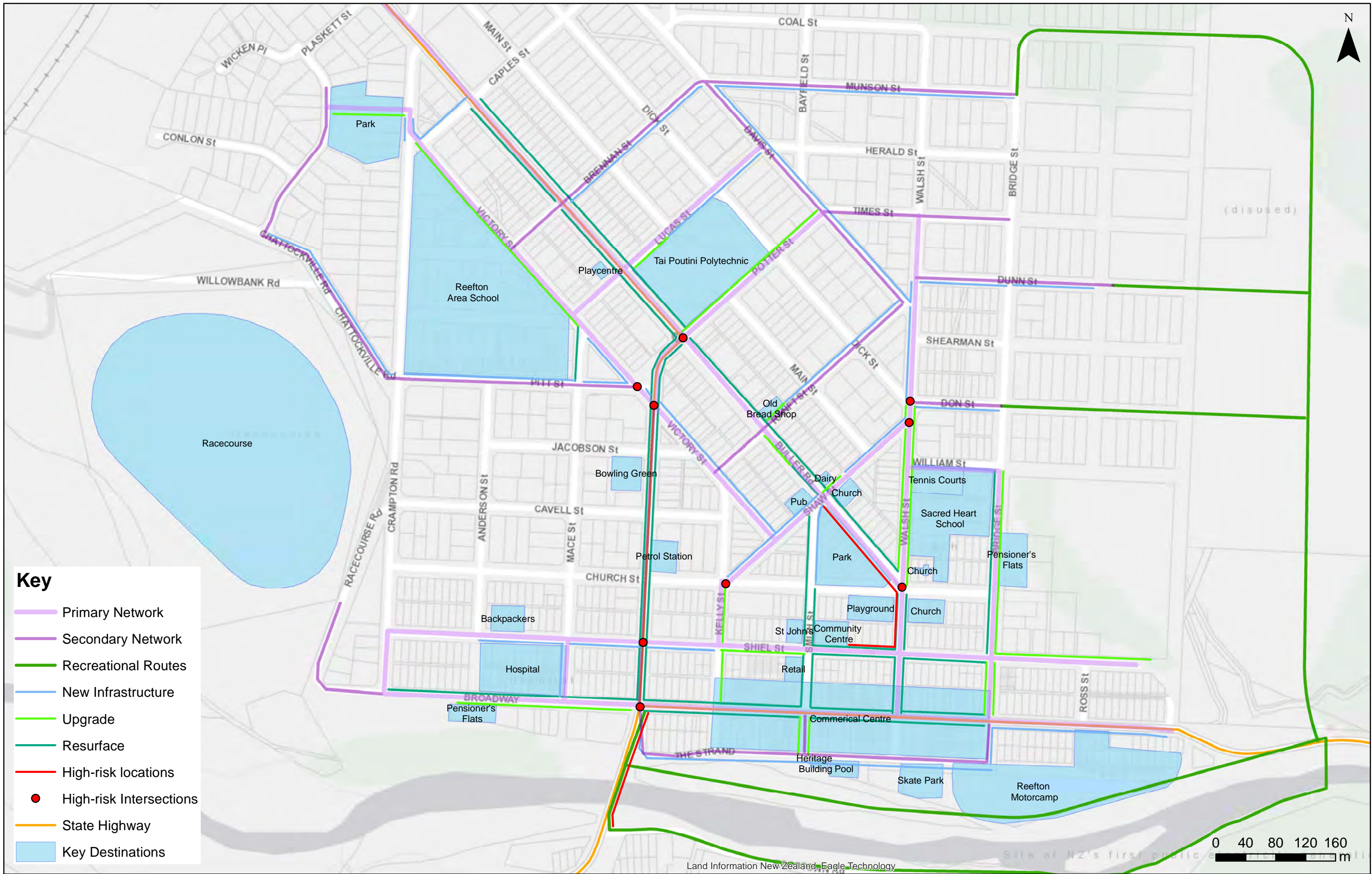
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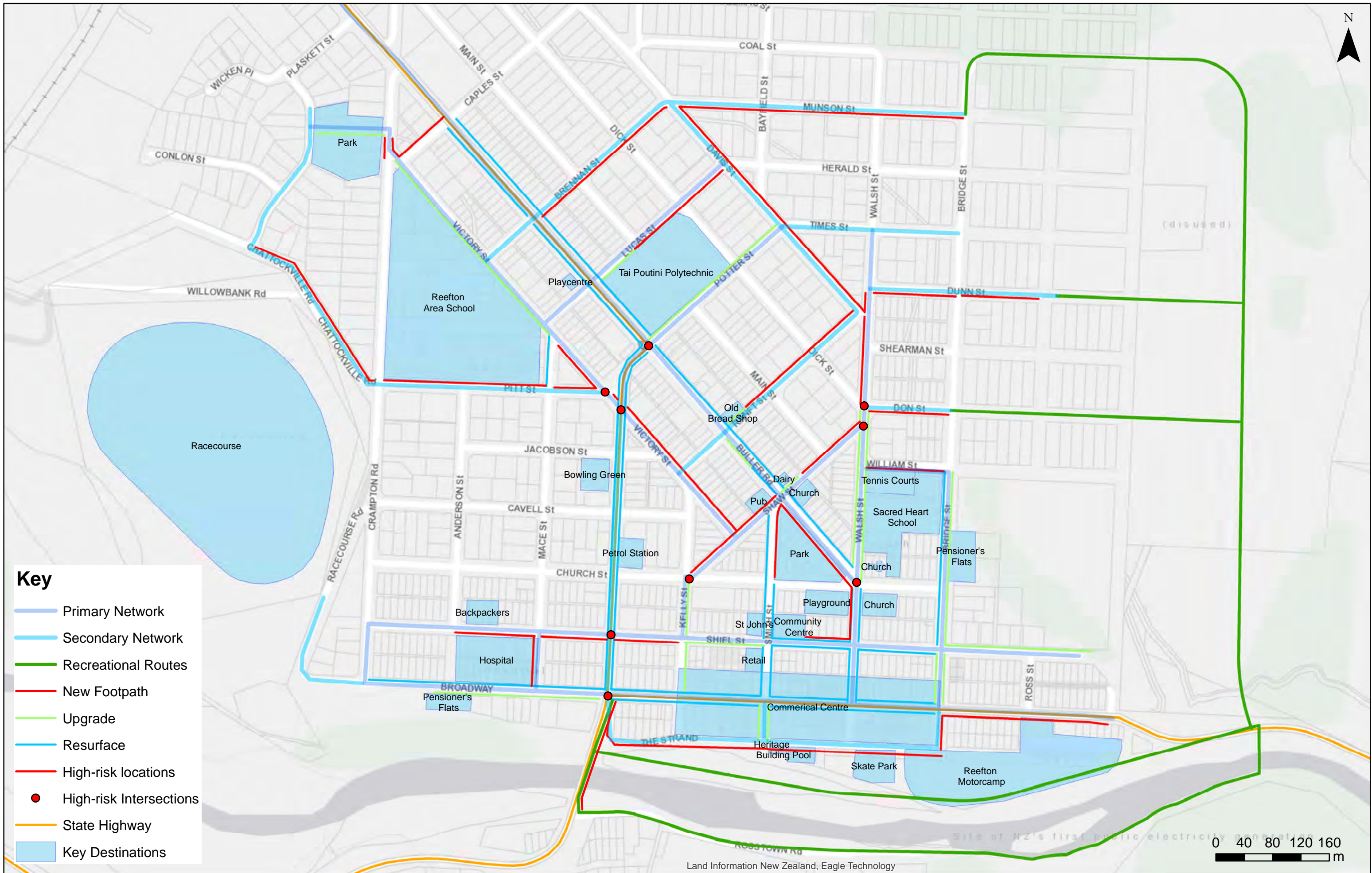
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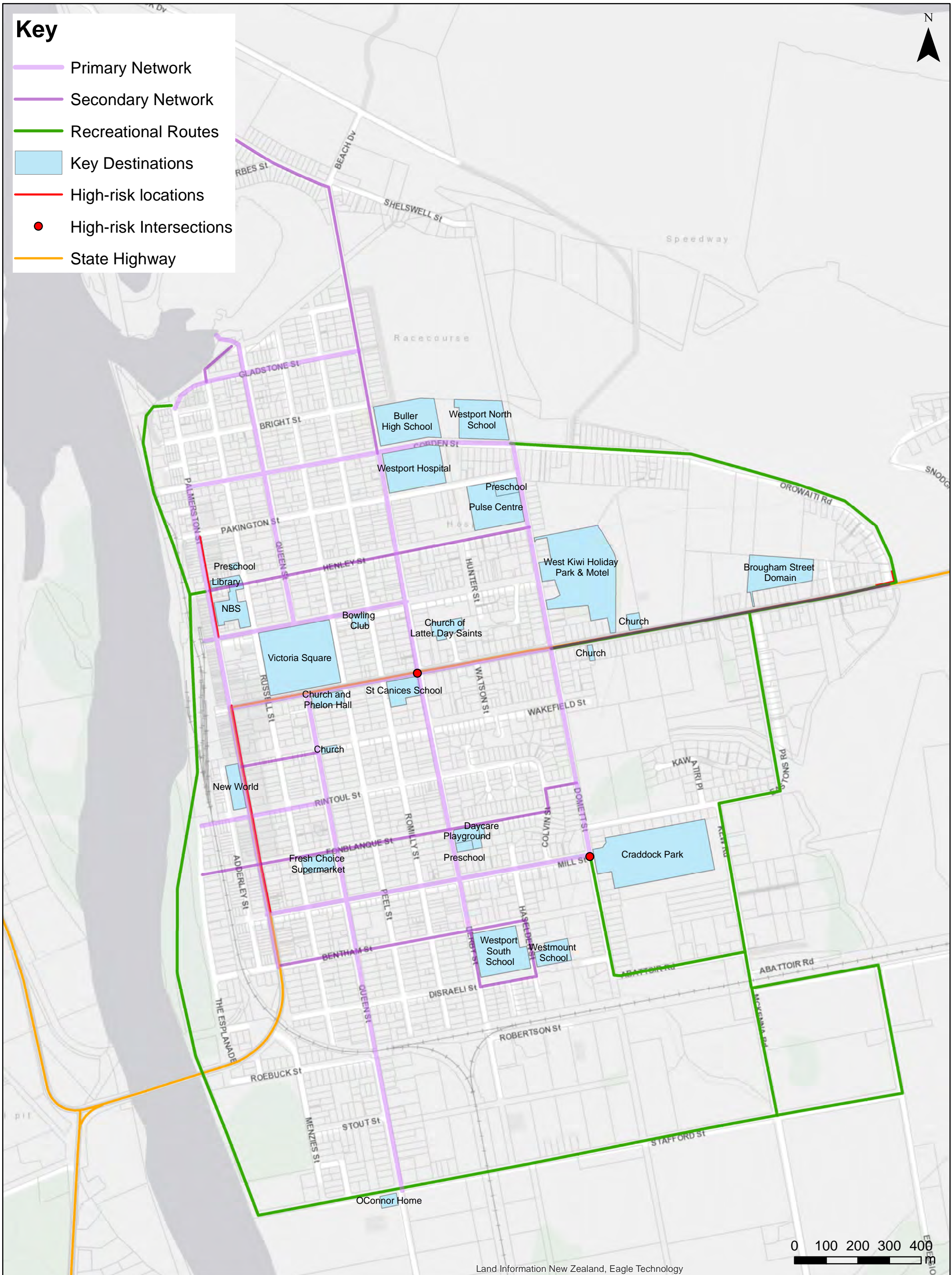
Buller Walking Action Plan

Reefton Proposed Infrastructure Improvements

Status: Draft	Map 4
Date: July 2019	Reference: BDC-J001

Key

- Primary Network
- Secondary Network
- Recreational Routes
- Key Destinations
- High-risk locations
- High-risk Intersections
- State Highway



Buller Walking Action Plan Westport Priority Walking Network

Status:
Draft

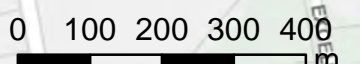
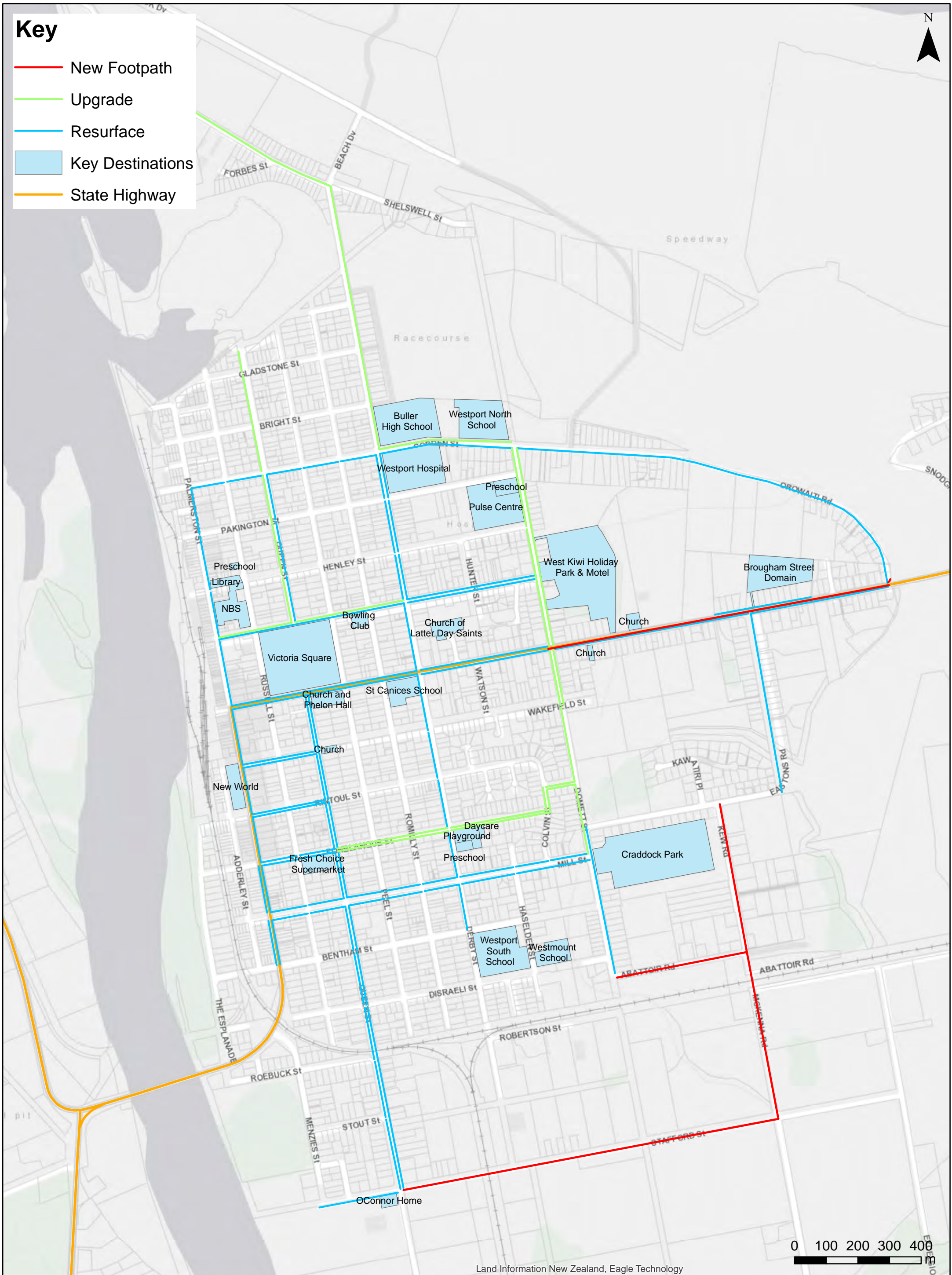
Map 5

Date:
July 2019

Reference:
BDC-J001

Key

- New Footpath
- Upgrade
- Resurface
- Key Destinations
- State Highway



Land Information New Zealand, Eagle Technology



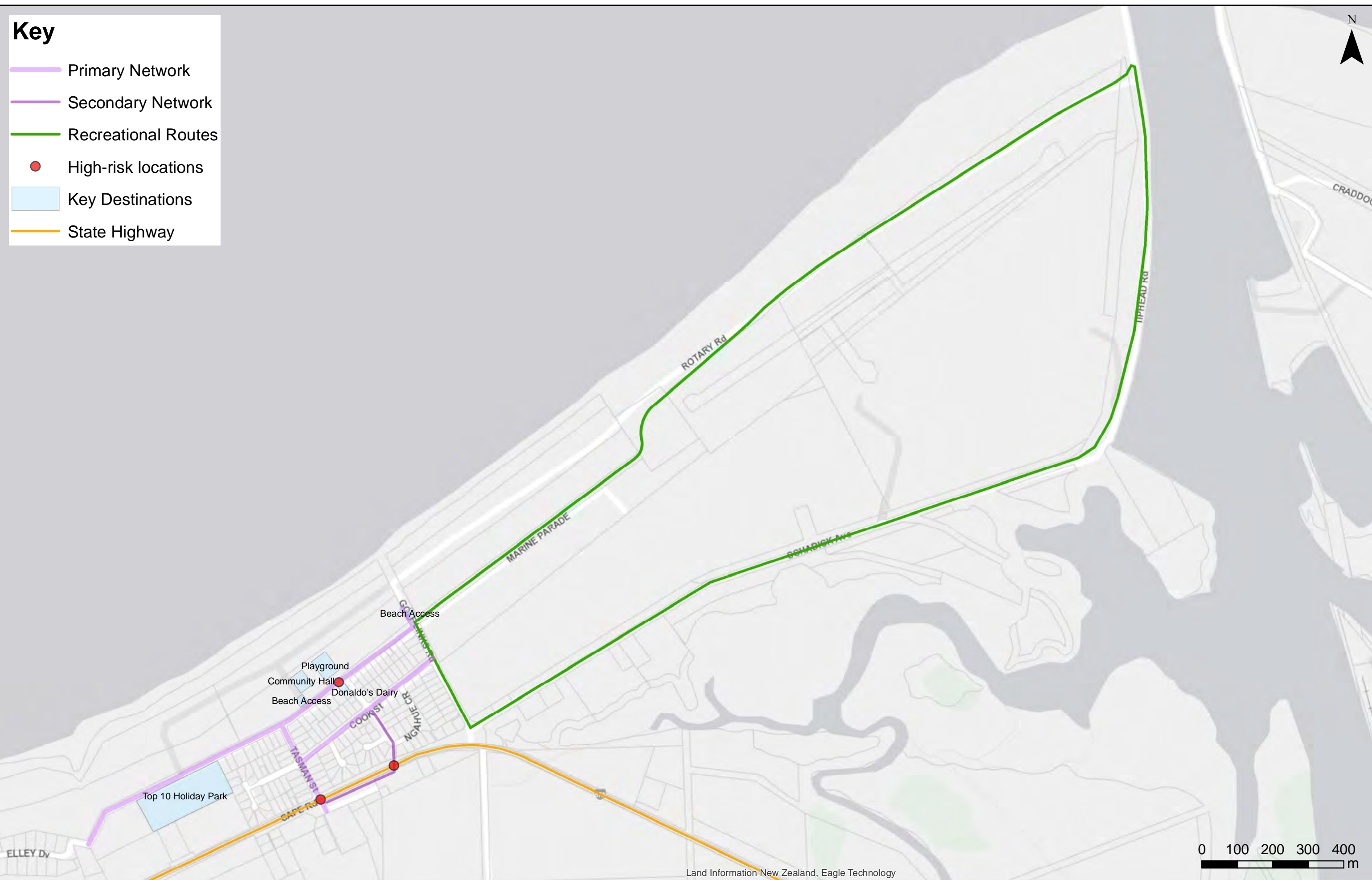
Buller Walking Action Plan - Westport Proposed Infrastructure Improvements

Status:
Draft

Map 6

Date:
July 2019

Reference:
BDC-J001



Key

- Primary Network
- Secondary Network
- Recreational Routes
- High-risk locations
- Key Destinations
- State Highway



Buller Walking Action Plan

Carters Beach Priority Walking Network

Status: Draft	Map 1
Date: July 2019	Reference: BDC-J001



Buller Walking Action Plan

Carters Beach Proposed Infrastructure Improvements

Status: Draft	Map 2
Date: July 2019	Reference: BDC-J001