

Draft Walking and Cycling Strategy

MDCA Submission Briefing Notes

Have reviewed the Draft W&CS and here's a very brief summary of the key points:

- The choices facing Tasman regarding transport improvements are to do nothing, increase vehicle capacity or **improve/expand capacity of active transport networks**
- Building the infrastructure to facilitate the change to active transport has **multiple environmental upsides** and is **far less costly** than expanding the road network to handle 16,000 more vehicles.
- This strategy sets out how the Council will encourage shift by **improving the safety and convenience** of walking and cycling in Tasman district
- Plan is to develop a connected network of **safe and direct cycle ways and walking routes**
- Walking and cycling refers to all micromobility modes – scooters, e-scooters, skateboards, mobility scooters, e-bikes, etc.
- Goal is to DOUBLE the number of trips made by walking and cycling to work and school in our urban areas by 2030, and TRIPLE them by 2050.
- To make it safer for people who want to walk and cycle, **this strategy prioritises the movement of people on our roads over providing space for parking cars** in the urban area.
- In order to provide an equally safe network for all kinds of travel, **urban roads need to have either a 30 km/h speed limit in residential areas or a protected or separated cycleway.**
- A significant part of making our roads safer for all users is having the **right speeds for the right places.**
- **Key Cycle Routes** will have protected cycle ways, with a **physical barriers** (includes Aranui Road) and parking spaces will be removed to create these routes.
- **Secondary Cycle Routes** will be **30km/h max within local residential areas**, town centres and civic spaces. (a variety of “traffic calming” measures such as **kerb buildouts and speed humps** will be installed in this areas to slow traffic).
- **Separated Cycle Routes and Shared Paths** on high speed roads (over 50 km/h) will be **fully separated.**
- To enable and encourage this transition, improved facilities such as **bike parking, shelter and seating (free, secure, and covered)** will be installed, with seating at least every 15 minutes of walking distance.
- Work on these initiatives will start in 2022, but will take 3-10+ years to implement

MDCA position (for Exec and Member consideration):

- MDCA are broadly supportive of the intent of the W&CS
- We would like to see it pursued with urgency with firmer more specific deliverables to be achieved by 2025 (if people feel these changes are to far out there is less motivation for change)
- We strongly feel that expansion of existing and creation of new active transport networks should be mandated as part of future housing developments within the Māpua region (Ref: MDCA submission on Plan Change 73 Feb'21)
- We support the proposed Separate Cycle Lanes along Stafford Drive, Māpua Drive, Seaton Valley Road and Aranui Drive
- We support the proposed slow speed Greenways along residential streets in Māpua and Ruby Bay.
- We strongly feel that a 30km/h speed limit should be enforced along the entire length of Aranui Road from Stafford drive to the Wharf (particularly given the increased traffic expected once the Boat Ramp is reinstated at the Waterfront Park)

- MDCA recognises significant gaps in the proposed cycleway/walkway network, particularly affecting access to and from the village for planned and future housing areas in the south and west of Māpua.
- Greater use should be made of Aranui Park's existing cycleway /walking path network as a natural hub that gives cyclists and walkers a range of choices.
- The present draft map of cycleways/walkways lack clarity – the paths themselves together with the roads they cross / join need to be clearly labelled, and categorized into existing, proposed within existing easements/reserves/corridors, proposed within future (yet to be acquired) easements/reserves/corridors.
- A clearer indication of the timeframes for new cycleways/walkways within areas zoned for future residential development in south and west Māpua is required.
- Pathways and not just roads need to be planned in advance of housing development, and cycleways/walkways connections must be a required part of developers within all future subdivision developments.
- Facilities such as tables, seats, shade structures / tree planting should be included for some key destination areas to encourage use and provide an enjoyable place to stop for a snack/drink and enjoy the view. Also, in some places where there are accessible beaches, walkers/cyclists can have a swim.