

WALKING AND CYCLING

ENGAGEMENT INFORMATION

HAVE YOUR
SAY

We need your feedback about this engagement information and the draft Walking and Cycling Strategy. We want to hear your views. This is your opportunity to influence the transport future of our towns and say what kind of choices you think people should have to get around.

Make your submission online at tasman.govt.nz/feedback or use the FreePost submission form attached to this document.





WHAT ARE WE TRYING TO ACHIEVE?



Our vision is creating a safe and accessible transport system that transforms the way we get around in Tasman. We want people to have safe, appealing options to get around.

WHY ARE WE DOING A STRATEGY?

Due to the projected population growth in Tasman over the next 30 years, we will have to make significant changes to how we get around in order to:

- Have a safe and pleasant urban environment.
- Manage traffic levels on local roads.
- Enable Tasman to do its part to help New Zealand reach its emissions reduction goals to prevent the worst impacts of climate change.

You'll read more on these challenges below.

Without an ambitious plan to provide more choice and change how we travel for our short daily journeys, our

urban environment will be dominated by cars, roads and car parking spaces by 2050. This doesn't just mean more CO₂, this also means less safety, worse health outcomes, negative impacts on mental health and poor accessibility for the elderly, the young and the disabled.

This strategy is necessary to create a framework for how Tasman is going to make progress in the right direction. We need a foundation to guide our current and future decision making around transport.

This strategy, while bold, is not ground-breaking. It may lead the way in Te Tau Ihu, but these changes are already happening at an accelerated rate around New Zealand.



OUR GOALS

IMPROVING NETWORK CAPACITY



While not everyone will be able to choose walking or cycling to get around, supporting those who can by providing safe, connected cycleways creates a better traffic environment for all. This will become increasingly important as our Tasman population continues to grow. If people who live closer to their destination can safely walk or cycle, then those who need to drive to come into towns from further afield will encounter less congestion.

In 2019, our average car occupancy at peak time was around 1.1 person per vehicle. This means that for every person that chooses to take a journey on foot or on a bike, there is **one fewer car on the road**. Every person that chooses walking, cycling or public transport means there is **one more car park available** at that destination.

Reallocating existing road space currently used for occasional on-street parking to walking and cycling is the most affordable way to increase our total transport network capacity.

While this is an urban strategy, Council will continue to maintain our rural roads.

LOOKING AFTER OUR ENVIRONMENT



The government has set goals to **reduce all greenhouse gases to net zero by 2050**, and has recently declared a national climate change emergency. We want to do our part to reach these goals.

The Climate Change Commission report states that in order to meet the 2050 targets, Aotearoa would need to almost completely decarbonise land transport. Their interim goal of reducing transport emissions by 47% by 2030 requires us to lead implementation of significant changes to the way we think about travelling around our towns and region.



HEALTHY COMMUNITIES



Getting exercise on the way to work and school, and home again, will improve the physical wellbeing of our community. The resulting improvement in air quality will also help to address the high levels of asthma and respiratory illness in the region.

Improving the liveability and accessibility of our neighbourhoods and town centres means that people can get out and about more often on foot or by bike.

This will also help reduce social isolation and loneliness levels. Our mental health is greatly improved by being outside, getting fresh air and being around other people.

VIBRANT URBAN ENVIRONMENTS



Achieving desirable targets for walking and cycling means there can be fewer cars on the road. This means less smog, less noise, and better social interaction – all good things for creating a vibrant urban environment that people want to visit and enjoy.

Improving our walking and cycling network also helps us create more sustainable community hubs. By incorporating intensification and mixed residential and commercial zoning into our planning we can cut down on the number of kilometres travelled by vehicles through our urban areas.

OUR PROPOSED PRINCIPLES

PRINCIPLE 1

Enhance the actual and perceived safety of places to walk and cycle and get around on other micro mobility devices.

PRINCIPLE 2

Support projects that improve the look, feel, amenity and social opportunities in our urban and residential environments.

PRINCIPLE 3

Support improvements to the active transport network and safety to all road users in the most cost-effective way.

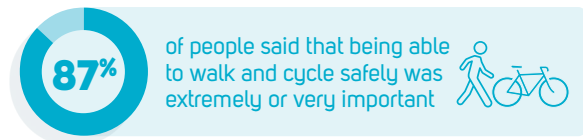
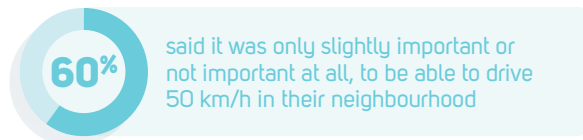
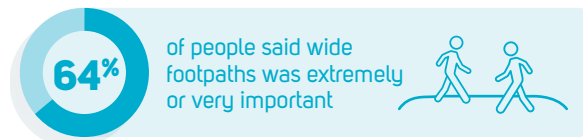
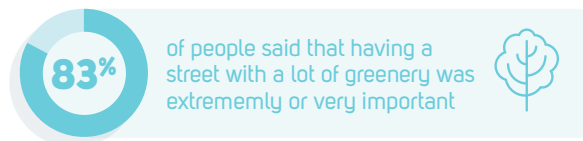
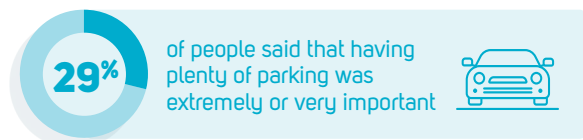
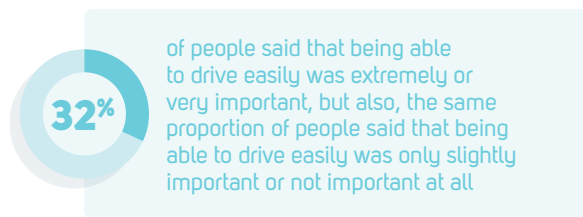
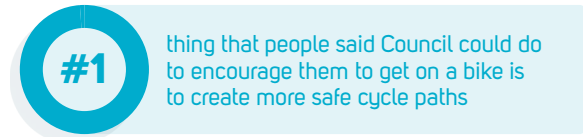
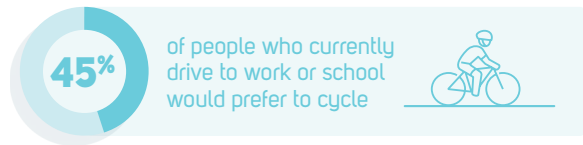
OUR CHALLENGES

CHALLENGE 1: SAFE AND PLEASANT URBAN ENVIRONMENT

We want to have a future in Tasman where it is safe for everyone to walk and cycle, where neighbourhoods are quiet and pleasant, and town centres encourage social interaction. In our urban areas, how we get around, and higher density living (in line with our Future Development Strategy) will help make Tasman a great place to live, work and play.

A silver lining of the lockdown experiences of 2020 and 2021 is that people were reminded of a different way to live. Across the country, people report enjoying quieter, greener neighbourhoods where they felt safe cycling and wanted to spend more time outside. In June 2020, during COVID alert level 3, we asked the community what some of the unexpected neighbourhood benefits of the lockdown were. 87% of respondents either agreed or strongly agreed that safer walking and cycling was an unexpected benefit. 90% of respondents thought it was very important or extremely important to have the ability to walk and cycle safely. 45% of respondents thought it was not important at all to drive up to 50km/h in their neighbourhoods.

Over the last few years, Council has also asked the community what is important to them in their neighbourhoods. The results are to the right. We have a clear indication from the community from these survey responses, as well as from other community consultation, that being able to walk and cycle safely and comfortably is a really important part of our future vision for Tasman towns.





CHALLENGE 2: CLIMATE CHANGE

The challenge is clear. We need to reduce our CO₂ emissions to avoid harm. Transport accounts for 21% of CO₂ emissions in Tasman and has risen by 90% since 1990.

The government has outlined how we collectively need to address this – we need to **AVOID** unnecessary trips, **IMPROVE** our vehicle fleet and **SHIFT** how we travel, especially for those shorter journeys.

All three are important to meet climate change plans, especially for an area such as Tasman which has several small communities spread around the region and a third of our population living in rural areas.

For many in our community, vehicle technology and wider societal changes such as the growing acceptability of working from home will be the primary way that they can reduce their carbon footprint. However, the Council's influence on these is limited.

Shift is the area where local government has the most influence. Improving the national fleet and the affordability of electric vehicles is largely a national regulatory issue. Avoiding travel can be made easier through intensification and 20 minute communities, but it is also highly dependent on workplaces and where people decide to live.

Shift is also the option that has the best impact on public health and long term positive impact on the amount of traffic on our roads

Council's main influence is on **shift** in urban areas, and that is the primary focus of the attached draft strategy. This is where the plans we make will have a major impact on people's choices and how easy, safe and convenient it is for them to get around outside of a car.

Our approach to meeting the 2050 targets would see Aotearoa almost completely decarbonising the transport system [...] This means travelling less, or shorter distances; using public transport, walking and cycling more; and changing how most vehicles are powered.

Ināia tonu nei: a low emissions future for Aotearoa (7.2)



The government recently released its Emissions Reduction Plan discussion document. This outlines what the government needs to do, on a national and on a local level, to take steps to drastically reduce CO₂ emissions. This document includes a chapter on transport, putting actions alongside the Climate Change Commission's recommended targets to completely decarbonise land transport by 2050.



How to reduce transport-related emissions

CHALLENGE 3: TRAFFIC VOLUME INCREASES AND CONGESTION ON LOCAL ROADS

Our local roads and intersections have finite capacity. In some of our communities there is congestion now, and this is projected to worsen over time as they grow. Council has three fundamental choices about how we respond to this, summarised below.

The Council is proposing to provide additional capacity via active modes on local roads. The state highway network is managed by Waka Kotahi NZ Transport Agency. Council recognises that this network is congested at times, especially in Motueka and Richmond. Council continues to work with Waka Kotahi on this issue, and its impact on our residents and businesses.



OUR LOCAL ROAD CHOICES

Do nothing	Provide more vehicle capacity	Provide additional capacity via active modes 
<ul style="list-style-type: none"> ● Congestion and frustration growth ● Lower quality environment ● CO₂ rises ● Low cost to Council ● Every additional vehicle adds to congestion 	<ul style="list-style-type: none"> ● Short term congestion easing ● More traffic on local roads longer term ● Lower quality environment ● CO₂ rises ● Every additional vehicle adds to congestion ● Very high costs for road, intersection and car parking capacity improvements ● Traffic that should be on the state highway is routed through local roads 	<ul style="list-style-type: none"> ● More choice for people that can and wish to make a change ● Every walker or cyclist removes one car from congestion, freeing up road capacity for those who don't have choice ● Improves safety for all road users, especially vulnerable road users such as children and the elderly ● Help reduce the carbon impact of transport ● Higher quality urban environment

In order to paint a picture of what our region and CBD might look like in 30 years based on our expected population growth, we have created three scenarios to reflect three different target levels.

SCENARIO 1
CURRENT RATES
20% active transport by 2050

SCENARIO 1

Maintaining current levels of walking and cycling in our urban environments in the face of the projected growth in the Tasman region would be unsustainable. Without investing millions of dollars into expanding the road network to significantly increase capacity and building lots of new urban car parking spaces, traffic would be at a standstill. Our urban environments would be crowded, unsafe and unappealing.

There would be approximately 16,000 more vehicles on the urban transport system. Building roads and car parking spaces to cater to this growth without changing how we travel (even if all the vehicles are EVs) will mean spending upwards of \$300 million on roads. By comparison, the estimated cost to build a network that is safe and convenient for walking, cycling and micro-mobility would cost ratepayers approximately \$40 million.

SCENARIO 2
MODERATE TARGETS
40% active transport by 2050

SCENARIO 2

In this scenario, traffic volumes and congestion, as well as air pollution levels, will still be worse than they are currently. This is due to the expected population and commercial growth in the next 30 years. While 40% appears to be a significant portion of the number of journeys taken, this target will still result in more crowded town and cities, longer wait times and an urban environment dominated by cars.

Extensively increasing road capacity and parking would be required to accommodate the increase in vehicles.

RECOMMENDED
SCENARIO 3
DESIRABLE TARGETS
Around 60% active transport by 2050

SCENARIO 3

Seemingly ambitious targets of 60% or more walking and cycling journeys by 2050 will mean that our urban environments can become more people-friendly and less dominated by private cars. Safety will increase and despite population growth, there will be an estimated 5,500 fewer cars on the network in 2050 than there are now.

Congestion will decrease due to substantially fewer private cars on the road, and trade vehicle efficiency may increase despite population growth. Pollution emissions from transport will decrease, and community wellbeing and public health outcomes will improve.

Building the infrastructure to facilitate this change is far less costly than expanding the road network to handle 16,000 more vehicles.

WHAT'S THE MOST AFFORDABLE?

How much would it cost to build enough roads to cater for this amount of growth?

Estimates indicate that building that much extra roading capacity could cost many times more than the cycling/walking infrastructure over the next 30 years. This would have a significant impact on rates, as it would be a very large investment and the local contribution to pay for this infrastructure would be much higher than current levels. Waka Kotahi is also not funding the construction of new roads to deal with capacity. Investing in walking and cycling is the most affordable option for our district and to ratepayers.



TARGETS

The Ministry of Transport released a transport emissions discussion document in May 2021. The document discussed pathways to net carbon zero by 2050. The pathway that meets the Climate Commission's 2035 target sees a reduction in vehicle kilometres travelled by 38.8% by 2035 and a reduction of 56.8% by 2050.

The targets in the strategy also align with the Te Tau Ihu (Top of the South) Regional Land Transport Plan targets of doubling the use of active transport and public transport by 2030. That means the Council already supports the interim goal of 40%. This strategy lays out how we can make that happen.

This means the Walking and Cycling Strategy aligns with current national level and local guidelines and targets. It also aligns with the Tasman Climate Action Plan.

Our targets for active transport focus on our **urban areas**.

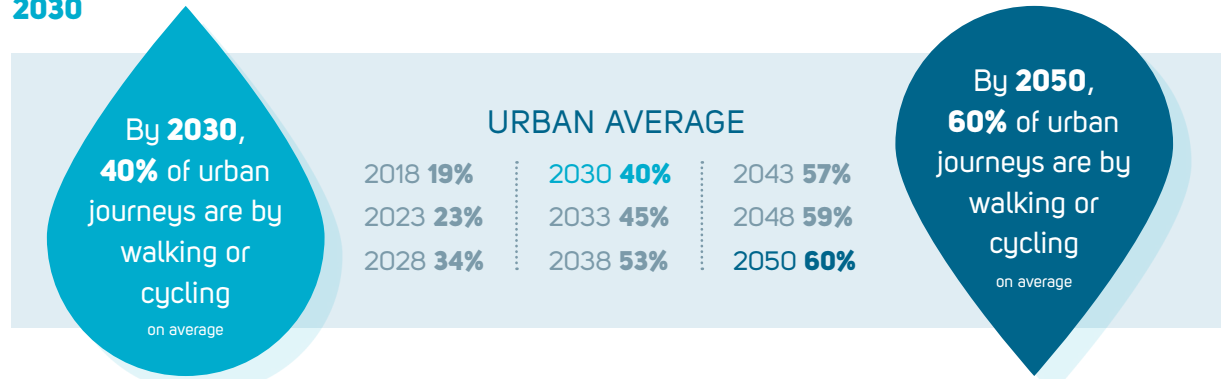


This is because the ability to switch from driving to walking and cycling greatly depends on how short or long a trip is. The ease and practicality of walking or cycling for a 500 m journey is much higher than walking or cycling for a 5 km journey.

Rural journeys, or inter-township journeys, will be more likely to be made by car or public transport, thus bringing the regional average of walking and cycling target down. Decreasing our transport carbon emissions in the rural parts of the district will fall into the **avoid** and **improve** categories – avoiding unnecessary travel and improving our vehicle fleet.



2030



2050

WHY DID WE CHOOSE OUR PROPOSED TARGETS AND ARE THEY ACHIEVABLE?

The targets follow modelling from the Ministry of Transport. They show how much change to walking and cycling is needed to achieve carbon zero in 2050.

If Tasman continues to follow the same transport patterns, population growth alone will mean that traffic will be far worse than it is now. While we don't know the exact numbers, based on a medium population growth model, there will be around 16,000 more cars in the urban areas in 2050 than we have now.

Towns and cities have tried and failed to deal with congestion by building more roads. Building additional roads and lanes is not only more expensive than investing in cycle lanes and pedestrian safety, it also has the consequence of encouraging people to drive.

When you build more roads, driving becomes more convenient. This eventually leads to the same level of congestion as before, except this time on more roads. Encouraging driving also leads to increased emissions due to more cars, which negates any short-term benefits.

Our targets align with national goals, and also are in line with the Nelson-Tasman Regional Land Transport Plan which was approved earlier in 2021. This important strategy document lays out a key target of doubling our active transport rates (up to 40%) by 2030.

The Walking and Cycling Strategy lays out how we are going to do that over the next 10 years, within the funding allocated in Tasman's 10-Year Plan 2021 – 2031, and sets out a forward vision for where we want to be in 30 years.





There will be 16,000 more cars on the road by 2050 if we don't do anything to address how we travel. (EVs are still cars on the road adding to congestion.)

There is no road capacity for this many extra vehicles, electric or not. Building more roads to cater for this increase in traffic would mean making parts of key roads and several major intersections four lanes. This would still require removing the majority the car parking from these routes.

If we try to achieve the targets in this Strategy and invest in SHIFT, we could see a reduction in the number of private cars on the road, which would mean less CO₂ emissions, increased safety and accessibility, quieter neighbourhoods, more pleasant town centres and better public health outcomes due to increased activity and less social isolation.



Transport modes for people travelling to work or school					
2018 Population 26,410*	Percentage based on current travel modes	83%	1%	11%	8%
2050 Population 48,370*	Percentage based on current travel modes	83%	1%	11%	8%
	Difference in number of people using this mode	+16,300	+200	+2,100	+1,500
2050 Population 48,370*	Percentage based on strategy targets	36%	4%	29%	31%
	Difference in number of people using this mode	-5,500	+1,500	+10,300	+12,400

*Population is approximate and reflects the urban environment. 2050 population based on the assumption that due to efforts to intensify housing, urban populations will grow at a faster rate than rural communities). This is based on growth modeling.

CAN THIS BE DONE IN NEW ZEALAND?

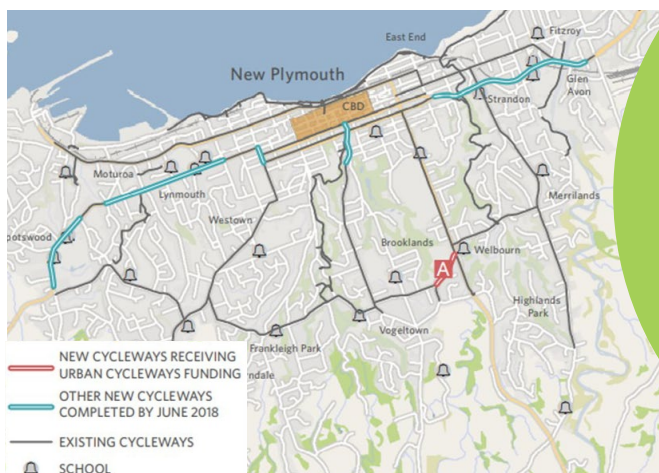
New Plymouth District Council, along with Waka Kotahi, invested heavily in their cycling network, particularly along routes that lead to the city centre and to schools. The city now has 69% of students walking or cycling to school on a daily basis. These routes made it safer for kids to get to school, and education and incentive programmes encourage these rates to remain high.

In Stoke, the provision of good quality, well-located cycling facilities has also resulted in over 60% of students at **Broadgreen Intermediate** regularly cycling to school.

Wakefield School saw its active travel rates increase from 33% to around 65% over the course of 2020 due to the creation of a robust strategic school travel plan, school-run incentive programmes and an investment in making it safer to get across the state highway.

This is possible at workplaces as well. **Cawthron Institute** in Nelson runs a fun incentive programme for staff to encourage walking and cycling to work which has helped them maintain a rate of 27% of staff getting to work actively. These programmes, especially when combined with a safe and continuous walking and cycling network can have real impact of the numbers of people who can bike and walk to work.

A combination of providing a safe, continuous walking and cycling network for our community and encouraging and incentivising students and employees to change how they get around can have a huge impact on the number of residents walking and cycling to work and school.



In 2010 New Plymouth was selected as one of New Zealand's two walking and cycling model communities. Walking and cycling were made safe and attractive options for residents and tourists. New Plymouth is now widely regarded as one of New Zealand's leading cities for getting around on foot or by bike.

WHAT IS IN OUR STRATEGY?

In this section we will discuss the goals, targets and actions in the draft Walking and Cycling Strategy. What do we want to do, and how are we going to do it?

ACTIONS

Our plan is based around five key actions. For more information and details about when these will be started, please refer to the Walking and Cycling Strategy at the end of this document.

A SAFE NETWORK

Creating a safe and continuous cycle and pedestrian network, where bikes and walkers have priority, is the backbone of the Walking and Cycling Strategy.

The NZ Cycling Safety Panel (2014) concluded "the number one priority that will do the most towards achieving the ultimate vision and in the shorter term reduce the incidence of cycling crashes, is providing improved cycling infrastructure, particularly in urban areas where the great majority of crashes occur."

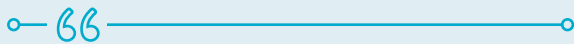


Studies show that many people who are interested in cycling would give it a try but are wary of the risks involved. Safe and continuous cycle networks with separated cycleways will mean that more people, of varying abilities, will be able to choose getting on a bike instead of in a car.

Safe walking routes and priority crossings will help especially those who are more vulnerable be safe walking to work and school. Children, the elderly and the disabled should be able to walk from A to B safely and confidently.

In order to achieve this on our key routes, we will need to remove some on-street parking. Removing some car parking in order to make space for safe cycleways or priority public transport lanes may seem like people will have a harder time finding a place to park, but we do not expect to see an increased demand for parking despite population growth if we achieve the targets in this strategy.

Where there is specific parking needs in high demand areas, Council may consider parking alternatives that still allow for a safe, separated cycleway.

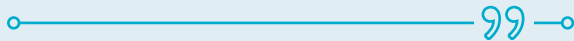


Is it safe?

When we talk about safety and distance, we are including **perceived safety** and **perceived distance**. Even if there have been no accidents reported at a crossing, if it *feels* unsafe, this still stops people from walking that route, or allowing their children to go that way.

Similarly, if a route *feels* far, because the route is indirect and requires backtracking in the wrong direction, people will not be inclined to walk or cycle for that trip.

Priority at crossings and intersections and having a direct route are two factors that can make a journey by bike or foot *feel* significantly safer, shorter and less of a burden.



SPEED MANAGEMENT

Speed management – lowering speeds in neighbourhoods, around schools and in the town centre – can have a significant impact on making it safer for people on bikes and on foot to get around. Slow speeds of no more than 30 km/hr drastically increases the safety of pedestrians, especially children and the elderly.

Neighbourhood streets often form the first and last part of a journey to work or school. These streets need to be safe for all road users, not just cars. We will work with local communities to decide what they would like

their neighbourhood to look and feel like and where specific traffic calming treatments should go.

We also want to slow traffic in our town centres. Slow speeds and safe facilities for pedestrians and cyclists into and through towns can be a very good thing for retailers. A people-friendly town centre and transport network encourages people to spend more money at local small businesses, as well as providing an incentive to linger longer in town. Good cycling and walking infrastructure also attracts people to visit our region.

This strategy aligns with Waka Kotahi's national Road to Zero campaign which says that zero is the only acceptable number of deaths and serious injuries on New Zealand roads.

URBAN DESIGN

Urban design can reduce the amount of trips that people take, and how they travel, by encouraging intensification and 20 minute communities. You can read more about these in the attached draft strategy.

Tasman's growing population is leading to new subdivisions being built around the district, such as Richmond West, Richmond South and around Motueka. There is an opportunity to make these new communities great for walking and cycling, with good links into town centres.

In our existing environments, integrating land use and transport planning, as well as urban design, can help make our central towns attractive and more affordable places to live.

BETTER FACILITIES

Better bike parking and more frequent places to sit down and rest are an important part of making walking and cycling an easier, more convenient option for everyone. More covered bike parking and more frequent seating is part of our plan to make it a better choice for those who want walk and cycle more often.

BEHAVIOUR CHANGE

Changing our habits is hard, but programmes that incentivise giving walking and cycling a go can make it easier and more fun. Part of our plan is to work with schools and workplaces to create travel plans, incentive programmes and identify key spots to improve on the walking and cycling routes.

Please see the draft **Walking and Cycling Strategy** (attached at the end of this discussion document) for more information.



QUESTIONS AND ANSWERS

Does this mean Council won't be spending money on our roads anymore?

Council will continue to spend money on maintaining and renewing our roads as before.

What about our rural roads? Are those still being maintained?

Yes, the rural roads will still be maintained to the current levels. Council will continue to maintain its extensive network around the district and has increased its road maintenance budgets.

What if we just built more roads?

We know from examples around the world, and even around New Zealand, that building more road capacity such as adding lanes or building bypasses only has a short term impact on alleviating congestion. Eventually delay times return for all routes. This also has the impact of encouraging more people to drive, and buy homes further away from their workplace. It means that safety for vulnerable users, such as children, the elderly and the disabled, gets worse. It also means that our CO₂ emissions will increase, instead of decrease as we need them to.

We also follow a hierarchy of roading interventions which is a national requirement. We need to make the best use of the infrastructure and road space that we already have before we build more.

How does the draft Walking and Cycling Strategy fit with the Richmond Transport Future plan?

The Richmond Transport Future Plan is in line with the goals and actions of the Walking and Cycling Strategy.

Why don't we just rely on electric vehicles coming into the country?

Electric vehicles provide part of the solution, particularly for those living in rural areas and for long trips. This strategy, however, is focused on providing more safer and more appealing active transport network. Relying on electric vehicles to lower our carbon emissions also means we won't see the other benefits from this strategy, such as improved safety, better accessibility, less traffic and a more enjoyable urban environment.

How does this affect public transport?

The Walking and Cycling Strategy will help ensure that people have a safe and enjoyable beginning and end to their public transport journey. That first and last kilometre of your journey can be the difference between enjoying taking the bus, and it just being too inconvenient. The Regional Public Transport Plan can provide more information on our plans for the next 10 years for our joint Nelson Tasman bus system.

Will this make traffic worse in town?

If we achieve the targets set out in this strategy the current delays we experience when we drive may decrease, despite the expected population growth.

How much parking will be lost?

Along the key cycle routes, some parking will be lost, however alternative parking solutions may be considered for those who do not have reasonably close on-street car parking.

Parking in town for shopping and visiting should be easier than before. More car parking spaces will be available for shorter visits and shopping trips because commuter parking will be discouraged.

What will my new choices be?

You will have access to safer walking and cycling routes, more pleasant places to walk, and it will be easier to park your bike. Children will be able to walk to school and explore their neighbourhoods more safely. Instead of weighing up if cycling or walking are worth the risk, it will be a safe and enjoyable alternative to driving.

Will you charge for parking in town while I do my shopping?

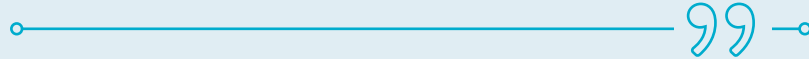
The Town Centre Parking Strategy 2018–2038 says that once we make it safer for walking and cycling to provide people with good alternatives to driving, Council will start charging for long-term parking in the area surrounding the town centre.

There are no plans to charge for parking for people coming in to shop or enjoy a bit of time in town. If anything, by encouraging commuters to walk, cycle, bus or park further away, there will be more parking available for shopping and shorter visits to the town centres.



WHAT WOULD THIS MEAN FOR OUR COMMUNITY?

Our community will thrive in a safer, more accessible and enjoyable urban area. We all benefit when we look after everyone's wellbeing and safety.



I am a parent living in town with school-aged kids – what's in it for me?

Creating safe, complete routes for your children to walk or cycle more safely to school, after school activities, sports or their friends' houses might mean you don't have to be a taxi service for them as often! You will also have peace of mind knowing they are safer than on our current road layouts. Plus you might enjoy safer rides to work, shops or for exercise.



I work from home – what's in it for me?

Working from home is a great way to help reduce CO₂ emissions from transport, but even if you aren't on the road yourself, the policies in the Walking and Cycling Strategy will have a positive impact on your wellbeing. Air quality will improve, loved ones will be safer getting around and neighbourhood streets will be quieter.



I live along a key cycling route – how will this affect me?

You will have excellent access to the best walking and cycling opportunities! Losing some on-street car parking immediately outside your house may be an inconvenience – however, aside from the parking spaces already available in your garage or driveway, plenty of overflow parking is usually available in nearby side streets. Where there are not nearby side streets, or where there is greater need for on-street parking, we will take opportunities to create inset parking bays adjacent to the cycle lane. This is already the situation on Salisbury Road.

Every bike on the road or person on the footpath is one less car on the road, and one more car park available at the destination.

I can't bike. I need to drive – how will things be better for me?

Many people either prefer or need to use their cars for many trips. This will always be an option – however, unless people have other safe and convenient options such as walking or cycling, eventually our roads will become so clogged with cars that driving will mean sitting in queues of traffic, getting increasingly frustrated! Reaching the targets in this strategy means less traffic and less frustration for everyone.



I live rurally – what's in it for me?

Every trip where an urban resident chooses to walk or cycle, instead of drive, leaves more space on roads and in town centre car parks for your trip into or through town. This means less sitting in queues of traffic than would happen otherwise and more certainty about finding a convenient parking space.

I rely on a mobility scooter to get around – why is this better for me?

Slowing down traffic and making sure pedestrian crossings have priority will help make it safer and easier to get around on a mobility scooter or wheelchair. The strategy has a policy to take into account the specific needs of those who may have a difficult time getting around our transport network.







Feel free to contact us:



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