

# WALKING AND CYCLING STRATEGY 2022 – 2052



# INTRODUCTION

**Our challenge is clear.** We need to do something about growing traffic congestion and safety for all road users in our urban environment. We also need to drastically reduce our carbon emissions, and do it quickly.

Transport produces 47% of New Zealand's CO<sub>2</sub>. Fortunately, there is a lot scope to improve how we travel. While not everyone will be able to make the change, we have a responsibility to make it as safe and convenient as possible for people who can choose to walk or cycle.

Change is inevitable if we are going to be successful in significantly reducing our carbon emissions from transport over the next 30 years. Due to population growth, our targets need to be bold to make a positive difference for our environment and urban liveability.

The national approach to reducing our emissions is to **avoid** unnecessary vehicle trips, **shift** how we travel and **improve** our fleet of vehicles.

This strategy sets out how the Council will encourage **shift** by improving the safety and convenience of walking and cycling in Tasman district, providing

real travel choice for our community and better accessibility for everyone.

How we get around affects our daily lives and our wellbeing. It touches so many aspects of our lives. In addition to making it possible for Tasman to become zero carbon by 2050, changing our transport system to support active transport has a range of other benefits. Improving travel choices for walking and cycling is also an exciting opportunity to improve our district's safety, liveability and accessibility. It will also allow people to get more exercise into their day through their commute to work and school. Improving our walking and cycling network will even increase capacity on our roads and reduce congestion.

*Walking and cycling refers to all micromobility modes – scooters, e-scooters, skateboards, mobility scooters, e-bikes, etc.*

## OUR VISION

A safe and accessible transport system that transforms the way we get around in our towns.



# OUR GOALS

## IMPROVING NETWORK CAPACITY



This strategy seeks to facilitate better traffic flow on our roads, particularly for freight and commercial vehicles. When more people walk or cycle, the transport network performs better.

## LOOKING AFTER OUR ENVIRONMENT



We believe the natural world is a taonga. Here in Tasman, we want to do our part to look after the environment. While other sectors will also need to reduce carbon emissions, shifting how we get around is an immediate and meaningful change that many people can make as part of our regional effort to fight climate change.

## HEALTHY COMMUNITIES



Making it safer and easier for people to get more physical activity in their daily lives through their daily commute will encourage a healthier and happier community and fight against the obesity epidemic we are experiencing in New Zealand and globally.

## VIBRANT URBAN ENVIRONMENTS



Better urban design is an important part of developing an environment where people don't need to drive to work or school and to meet basic needs.

# OUR TARGET

We want 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.

We have set targets for the proportion of journeys that will be made by active transport in our region in the future. By 2038, our goal is also to see traffic volumes that are below 2018 levels, as well as meeting our carbon reduction targets for 2050. In order to achieve this, we will need to adopt ambitious targets for improving walking and cycling as a form of transport.

Travelling to and from work and school within a town's urban area is generally under a 3 km trip in Tasman – a realistic distance to travel by walking or cycling for most people if there is a safe and pleasant route to take. This is why our average urban target is 60%.

Trips to work and school are a good indicator of success because these are places people go every day and we collect data that measures this.

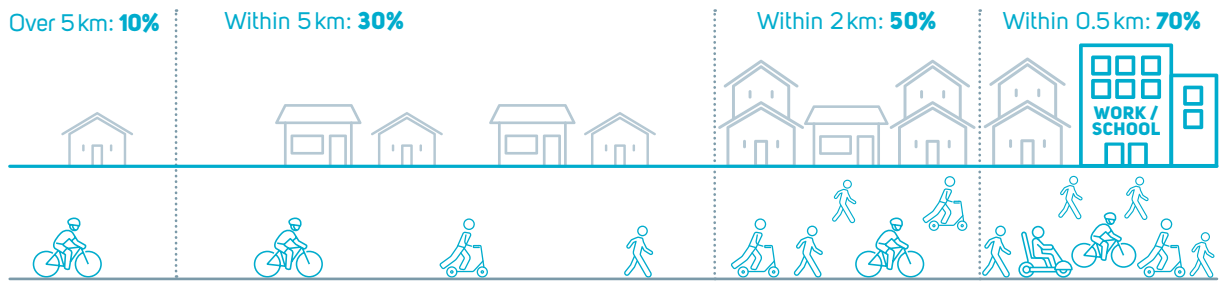
Regional transport emissions will be looked at in a separate annual report.

In order to meet national climate change targets, we need to take urgent action to reduce our transport emissions. This strategy is a crucial step towards achieving those goals.





Our targets are for the urban area, because that's where we can see the greatest change in how people get around.



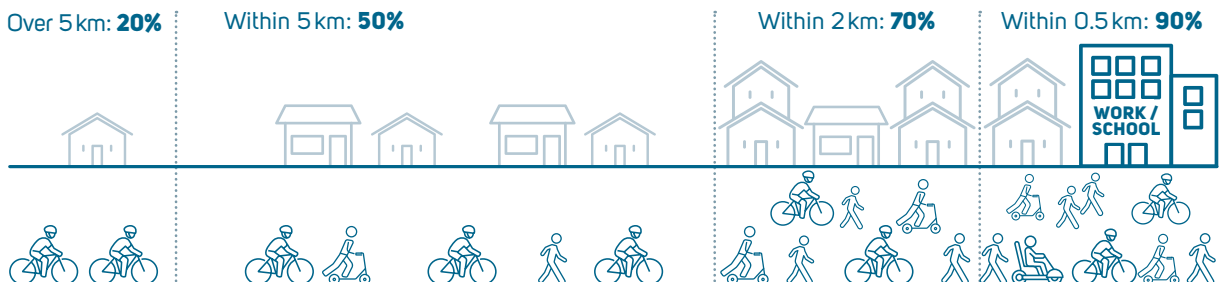
**2030**

By **2030**, **40%** of urban journeys are by walking or cycling on average

URBAN AVERAGE

2018 <b>19%</b>	2030 <b>40%</b>	2043 <b>57%</b>
2023 <b>23%</b>	2033 <b>45%</b>	2048 <b>59%</b>
2028 <b>34%</b>	2038 <b>53%</b>	2050 <b>60%</b>

By **2050**, **60%** of urban journeys are by walking or cycling on average



**2050**

# OUR PRINCIPLES

Four key principles form the basis of this Walking and Cycling Strategy. These principles will guide and inform the decisions that will shape our transport future.

## PRINCIPLE 1:

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

## PRINCIPLE 2:

Improved look, feel, amenity and social opportunities in our urban and residential environments.

## PRINCIPLE 3:

An active transport network that makes the best use of existing infrastructure and is prioritised to provide the greatest benefit first.

## PRINCIPLE 4:

A network of walking and cycling infrastructure that is efficient and creates direct connections.

## HOW ARE WE GOING TO GET THERE?

We want to create a network of safe routes to allow and encourage people to walk and cycle as part of their everyday activities.

To do this, what we currently do with our road space needs to be re-imagined to make space for separated cycle ways and direct routes for walkers and people who choose to cycle. We also need to balance which users have priority at crossings and intersections.

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 much of the urban environment, unnecessary car traffic and long-term car parking will be discouraged, and we will use that space to make the roads safer for walking and cycling.

We also plan to launch school and work place travel plans to encourage people to change how they get around.



### A SAFE, CONNECTED WALKING AND CYCLING NETWORK

We no longer want to be *reactive*, making it safer only after an accident happens. We want to be *proactive*, and make it safer before something happens.

We plan to develop a connected network of safe and direct cycle ways and walking routes. In real life, we have days where we go from home to school to work, to the shop, to school, to sports practice, and then finally back home. Our cycle and walking networks need to get us safely from A to B wherever possible so that people can make a practical shift in how they choose to get around.

It is our goal to ensure that key places, such as residential areas, schools, workplaces and recreational facilities, are linked by direct paths that have priority at most crossings. We want these routes to be safe, and feel safe.



**POLICY 1:** Council will prioritise safe and connected active and public transport routes before improving travel times for private car traffic within the urban areas.



What about the rural cycleways? Key hazardous locations, or pinch points, on rural cycle routes will be looked at as part of the short to medium term actions. In 2027, the strategy will be reviewed to see how we can better address rural cycleways.



## SAFE CYCLE NETWORK

In order to provide an equally safe network for **all kinds of travel**, urban roads need to have either:

- an effective 30 km/hour speed, for example in residential neighbourhoods, or
- an adjacent protected or separated cycleway.

It is our plan to work towards achieving this over the next 10 years.

### Separated Cycle Lanes

These routes will likely have protected cycle ways on both sides of the road, with a physical barrier between bike and car traffic. These routes will make up the 'spine' of the cycle network, and follow the grid of main roads around our towns. This means road space will be reallocated from parking space to create a safe, connected cycle route.

What the cycleway looks like will be decided in the design stage of the process. *Examples: Salisbury Road, Greenwood Street, Commercial Street, Aranui Road, Wensley Road.*

### Shared Paths

On high speed roads (over 50 km/hr), cycle facilities will be fully separated from the vehicle traffic. In the urban environment, shared paths serve as an extra walking and cycling connection (for example, through parks and reserves). In areas with lower number of people biking and pedestrians (for example, rural town connections or Tasman's Great Taste Trail), shared paths will serve both as a route for active commuters and recreational users. *Examples: Tasman's Great Taste Trail, Richmond Deviation, Tākaka to Pōhara Cycleway*

**Please refer to the maps at the end of this strategy to see where these different types of cycle routes will be located.**

**POLICY 2: Council will take into account the perspective of those who have an impairment that limits their ability to safely use the transport system.**



**POLICY 3: Council will implement traffic calming treatments on streets where there is a perceived lack of safety, excessive speeds, or inappropriate use of the road network, and where necessary remove on-road car parking as required to facilitate these changes.**



**POLICY 4: Council will remove car parking spaces on key cycling routes.**



**POLICY 5: Council will take into account specific parking needs when reallocating road space to provide for separated cycleways.**



## ACCESSIBLE PEDESTRIAN NETWORK

It is our goal to ensure that key places, such as residential areas, schools, workplaces, bus stops and recreational facilities, are linked by direct paths that have priority at most crossings.

Instead of assessing if a location needs a better pedestrian crossing based on how many people *currently* cross there, we will shift to looking at how many people might use this crossing point *if it were safe*. We call this **suppressed demand**.

There is a significant amount of untapped walking and cycling potential in our district. We want to unlock that potential by providing safer and more pleasant routes.

To do this, key cycle routes will also have priority pedestrian crossing on side streets. Additional key locations where there is a need for better walking connections will also be improved to make it safer and more convenient for anyone to walk – especially young people, older adults, those with disabilities and mobility scooters.

**Separated on road cycle ways makes the footpaths safer for pedestrians, by providing a better place for cyclists to ride.**





## SPEED MANAGEMENT

In Tasman, we want to keep all road users safe, regardless of how they chose to travel. A significant part of making our roads safer for all users is having the *right speeds* for the *right places*.

To keep everyone safe, we plan to have appropriate speeds in areas where there will be high numbers of people walking and biking. These key areas include:

- Around schools and kindergartens (including kura kaupapa and Kōhanga Reo), and along key routes to schools
- Retirement villages
- Town centres
- Local neighbourhoods, and
- Other high pedestrian areas.

These areas should have traffic travelling no faster than 30 km/hr.

All changes to speed need to be included in the Speed Management Plan to be valid. Therefore, the speed changes proposed in this strategy are subject to the Speed Management Plan.

## SCHOOL CHILDREN

Ensuring safe crossings for children to get to school safely from their homes independently is a key part of school travel planning and travel demand management. Ensuring slow speeds of no more than 30 km/hr around urban schools, and on key routes to schools, aligns with Waka Kotahi's national recommendations to keep kids safe to and from school.



**POLICY 6:** Council will work towards all urban streets having either an effective 30 km/hour speed, or a protected or separated cycleway.

## NEIGHBOURHOODS

We plan to begin the process of transforming our local neighbourhoods into 'greenways', or slow speed zones, where all road users and residents feel safe. This means traffic speeds no higher than 30 km/hr. To achieve safe speeds, we will install traffic calming treatments such as kerb buildouts and speed humps to make the road *feel* like a slow speed environment.

## TOWN CENTRES

Our town centres are already on their way to having an operating speed of 30 km/hr. We want to make sure that this continues across the district and is backed up by traffic calming treatments. Some car parking may be removed or relocated to create a more people-friendly environment in our town centres. This might include kerb buildouts, outdoor gathering spaces and alfresco dining.



## SUPPORTING FACILITIES

In addition to creating the walking and cycling pathways, we want to make getting around actively easier and more convenient by improving our supporting facilities, such as bike parking, shelter and seating.

## BIKE PARKING

We will work to create more free, secure, and covered bike parking that can cater for all micromobility devices and cargo bikes. While providing car parking spaces is no longer required as part of Council's resource planning documents, providing for bikes, scooters and mobility devices is encouraged. Some car parking spaces may be re-prioritised in order to provide space for additional seating areas and bike parking.

## SHELTER AND SEATING

A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets. Seating needs to have provision of shade from the sun and shelter from rain. Seats should have backs and be arranged in a manner which enables social interaction. These new public resting spots will be provided in parks, town centres, community hubs, key walking routes and at bus stops. We will work to provide seating at least every 15 minutes of walking distance.





## CHANGING OUR HABITS

### SCHOOL AND WORKPLACE TRAVEL PLANNING

Helping people feel more positive and confident about walking and cycling is a key part of unlocking more active travel around Tasman. While some people may feel comfortable cycling on the road now, we want to help encourage more people to make changes by proving safer, connected infrastructure. We will also do this by collaborating with schools and workplaces to provide incentives and better facilities.

The school and workplace travel plans will include, but are not limited to:

- Identifying key spots that are unsafe for walking and cycling to school and work, and improving safety levels;
- Implementing walking school bus programmes at primary schools in the district;
- Working with schools and workplaces to develop incentive programmes to encourage walking and cycling to school and work, for students and staff.

### CAMPAIGNS AND EDUCATION

As part of helping create change, we plan to advertise the direction we are taking to look after our environment, and to improve accessibility, liveability and safety in our district. We will:

- Develop and rollout a campaign to encourage walking and cycling as an alternative to driving;
- Promote participation at walking and cycling events that encourage people of mixed ages and abilities;
- Provide cycle skills workshops for children and adults.



**POLICY 7:** Council will replace some car parking spaces with green spaces or parklets, places for people to cross the road more safely, park their bikes, and socialise.



## BETTER URBAN DESIGN

This strategy seeks to create a framework to help our district provide for growth in a sustainable way.

In order to achieve this, we will work to enable “20-minute towns” or residential-commercial hubs which are areas where people can walk to and back from all their main destinations in 20 minutes.

Tasman wants to minimise the number of kilometres travelled by our residents. We can do this by limiting the amount that people need to drive for basic needs. Central town and zoned intensification will also help address our need to reduce the number of kilometres travelled by our residents.

In order to do this, this urban design principles will need to be reflected in other Council plans, such as the Future Development Strategy and the Tasman Resource Management Plan.





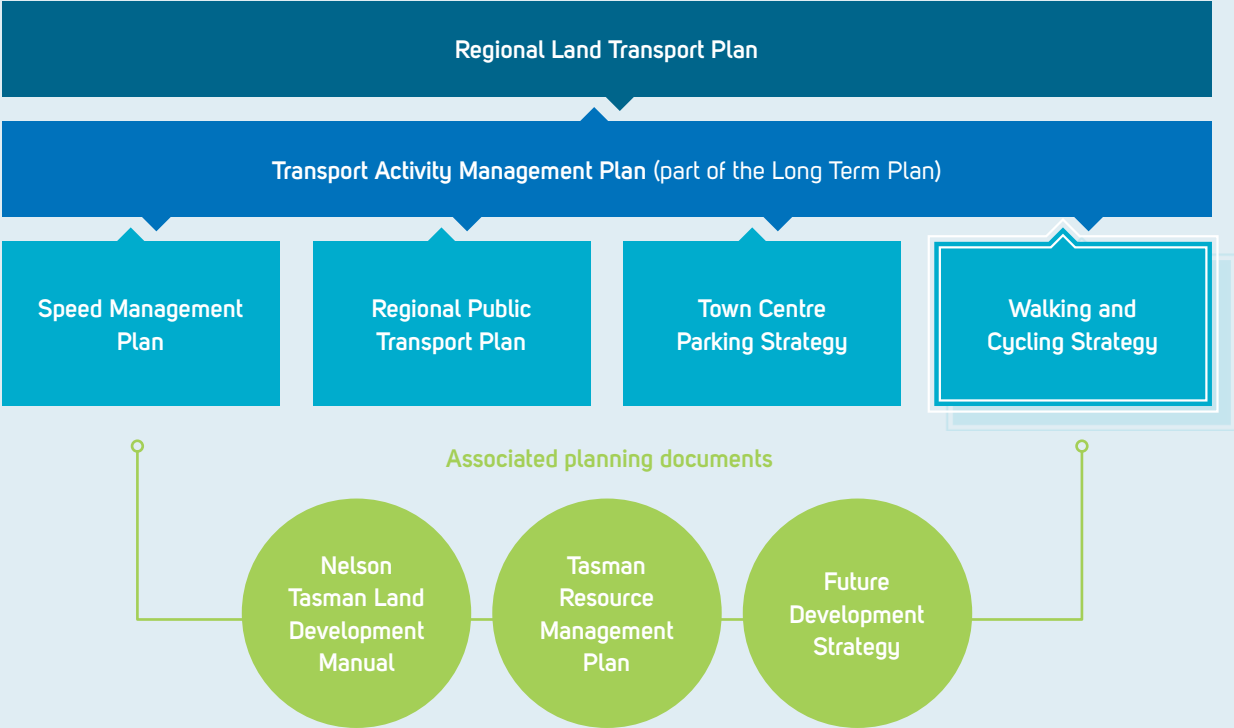


This is an example of services that enable a 20 minute community.

The green circles indicate a radius of 500m, which is the distance the average person is willing to walk to get to their destination – approximately 10 minutes there and 10 minutes back.



# HOW DOES THIS STRATEGY FIT ALONGSIDE OTHER PLANNING DOCUMENTS?



# HOW WILL WE IMPLEMENT THIS STRATEGY?

The following timeline gives an indication of when the actions in this strategy will be underway.

Some actions, such as making the required changes to Council resource management documents, can happen in the short to medium term. Others, such as investing in shared paths, are dependent on funding becoming available over the next ten years. Some actions may be staggered in order to work within available funding, such as the transition from painted cycle lanes to separated cycleways. All timeframes in this illustration are indicative and may change depending on funding availability over the coming years. Additional funding may be allocated to accelerate the strategy actions in the Long Term Plan 2024–2034. In 2027, a six-year review of the strategy will look at how to better include our rural areas.

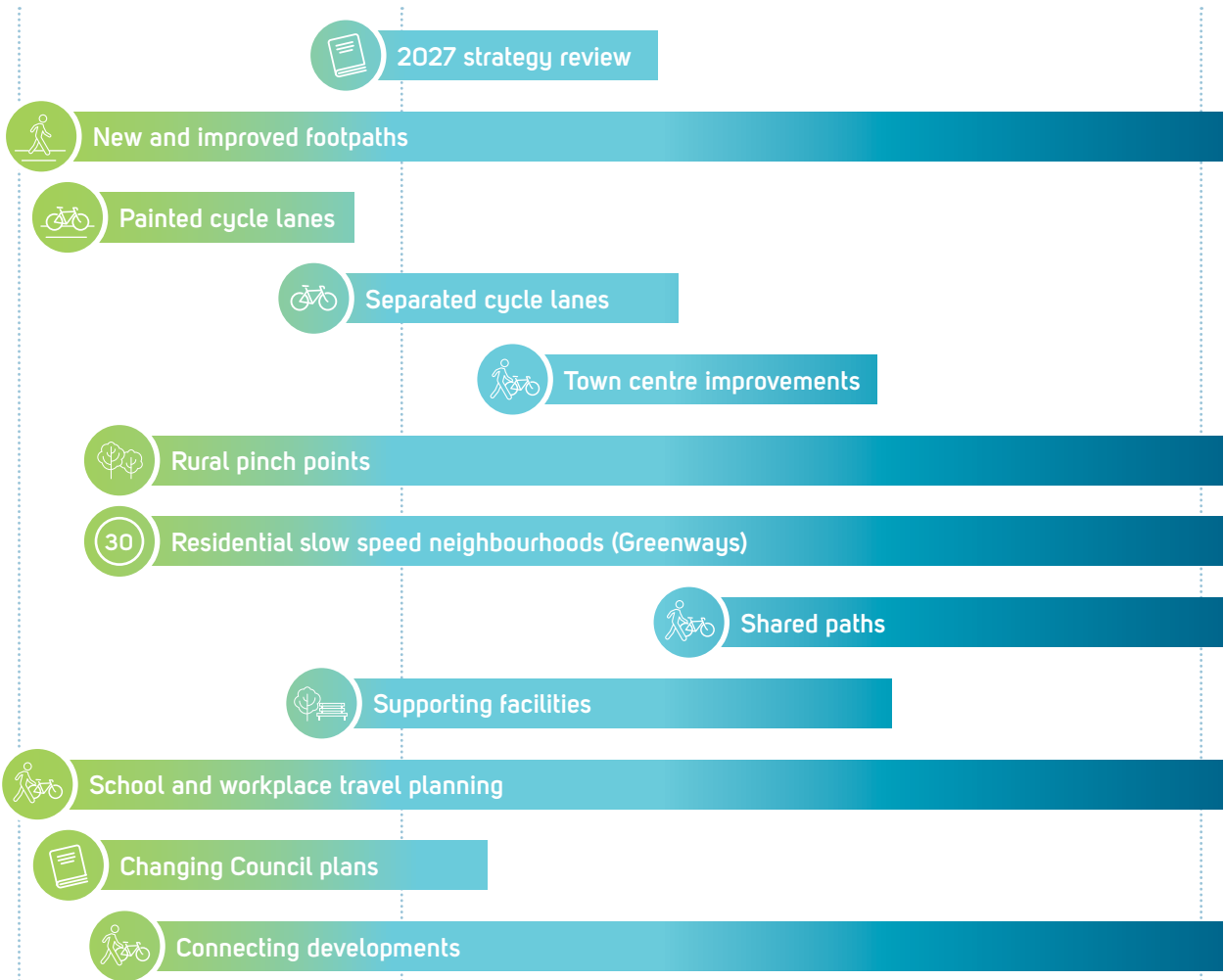


## WHEN WILL WE MAKE CHANGES?

**SHORT TERM**  
0–3 years

**MEDIUM TERM**  
4–10 years

**LONG TERM**  
10+ years



The maps on the following pages show where different types of routes will be located.

All speed proposals, crossings and safety improvements on state highways are subject to Waka Kotahi collaboration and their own consultation process and funding.

Any routes that cross private land will be subject to negotiations with the land owner.

# BRIGHTWATER



## KEY

- ● ● Shared path
- — — Separate cycle lane
- — — Slow speed town centre
- — — 50km/h road
- — — Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- — — State highway

# WAKEFIELD



**KEY**

- Shared path
- ▬ Separate cycle lane
- ▬ Slow speed town centre
- ▬ 50km/h road
- ▬ Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- ▬ State highway

# RICHMOND



## KEY

- Shared path
- Separate cycle lane
- Slow speed town centre
- 50km/h road
- Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- State highway

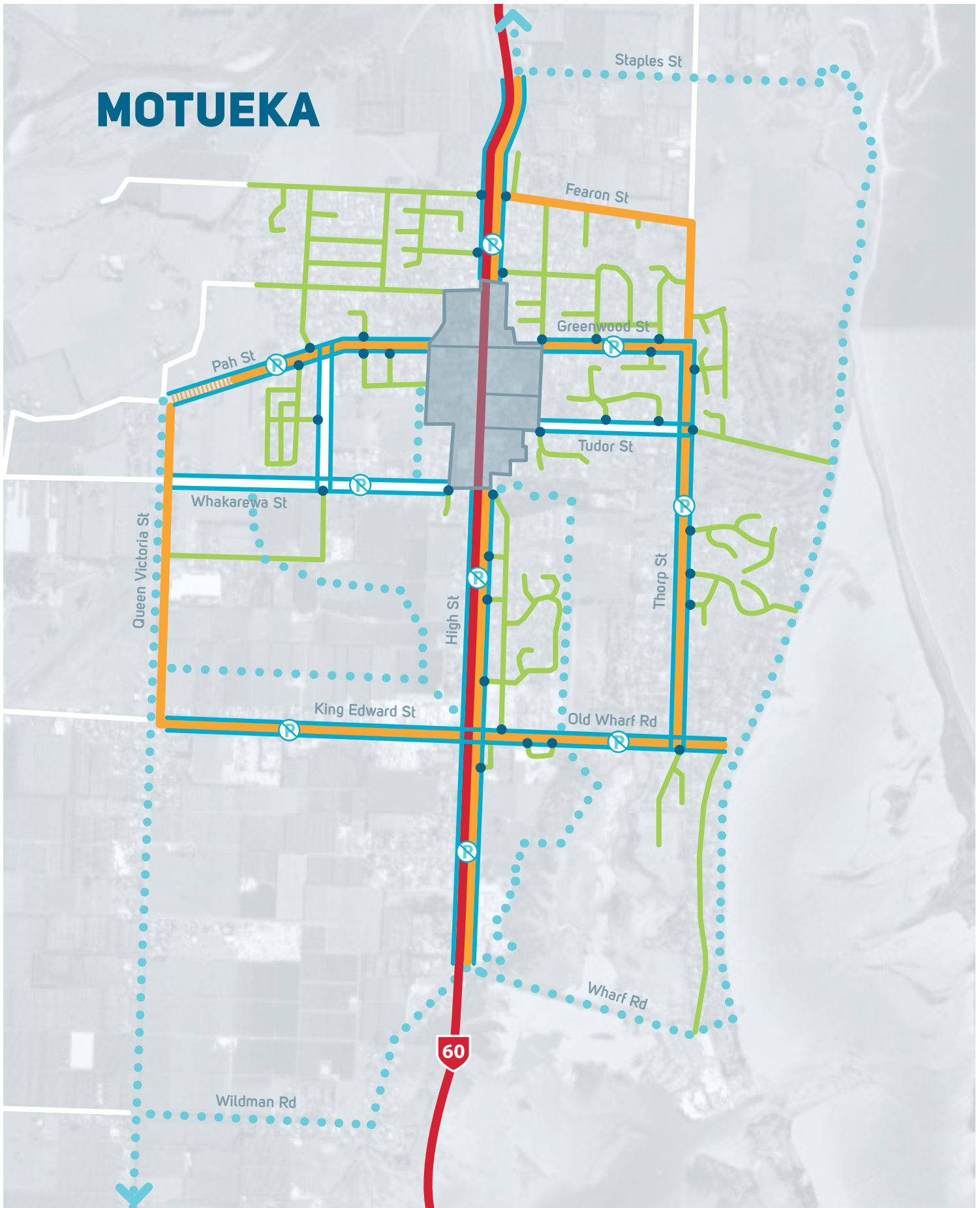
# MĀPUA



## KEY

- Shared path
- Separate cycle lane
- Slow speed town centre
- 50km/h road
- Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- State highway
- 30km/h road

# MOTUEKA



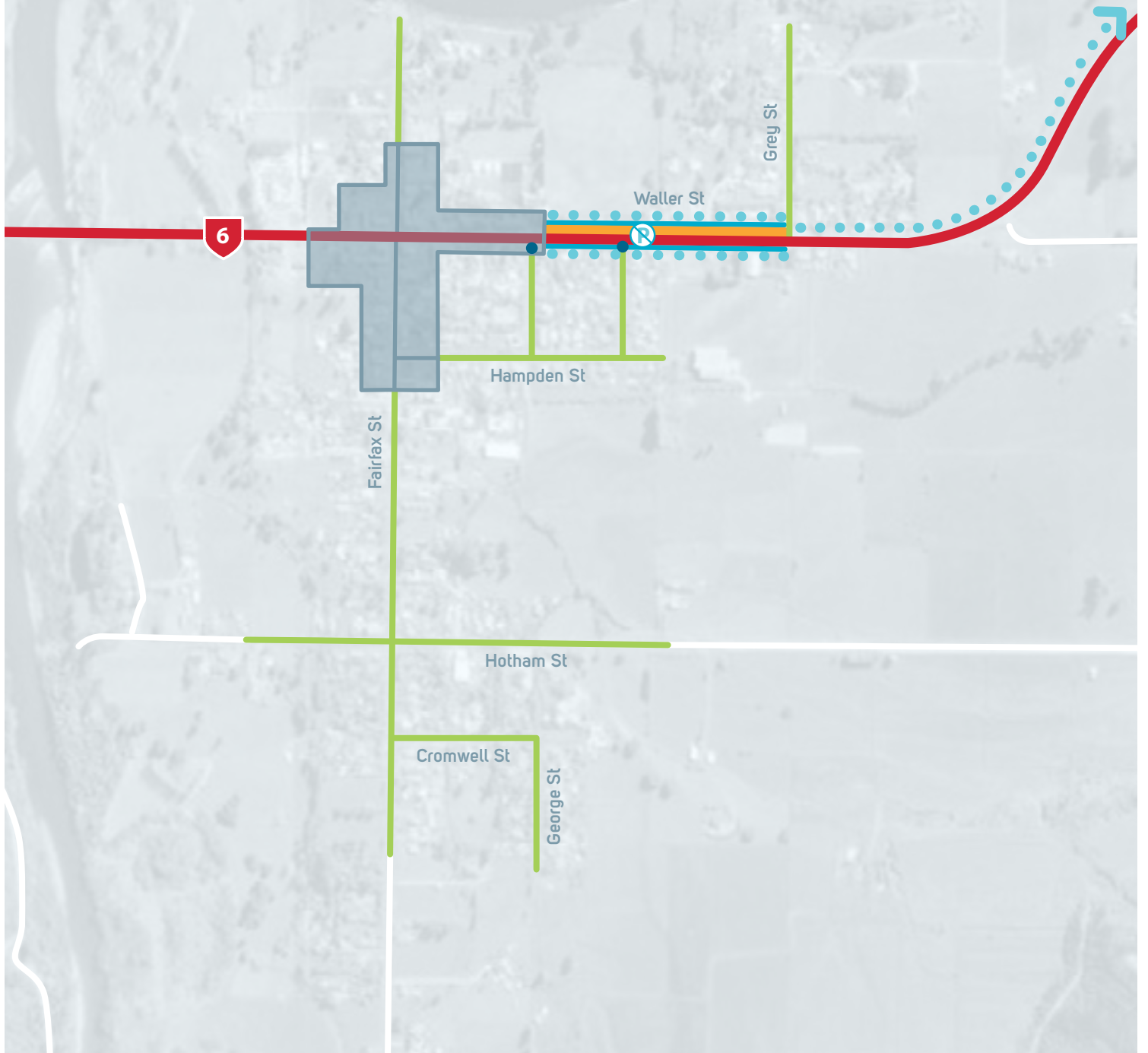
## KEY

- Shared path
- Separate cycle lane
- Slow speed town centre
- 50km/h road
- Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- State highway
- 30km/h road



# MURCHISON

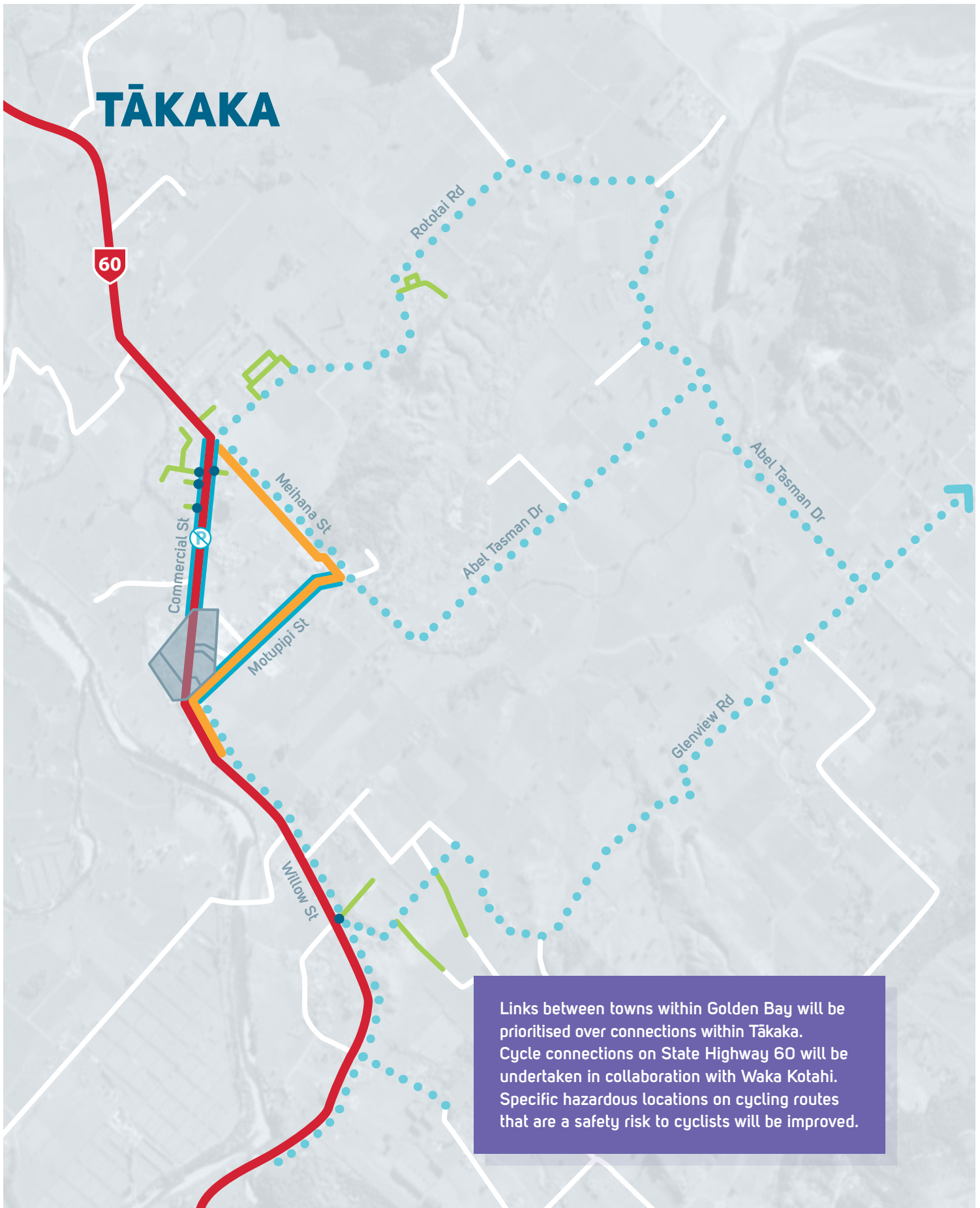
The proposed shared path will be prioritised, and in the 2027 strategy review, the need for a separated cycleway will be reassessed.



## KEY

- ● ● Shared path
- ▬▬▬ Separate cycle lane
- ▭ Slow speed town centre
- ▬ 50km/h road
- ▬ Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- ▬ State highway

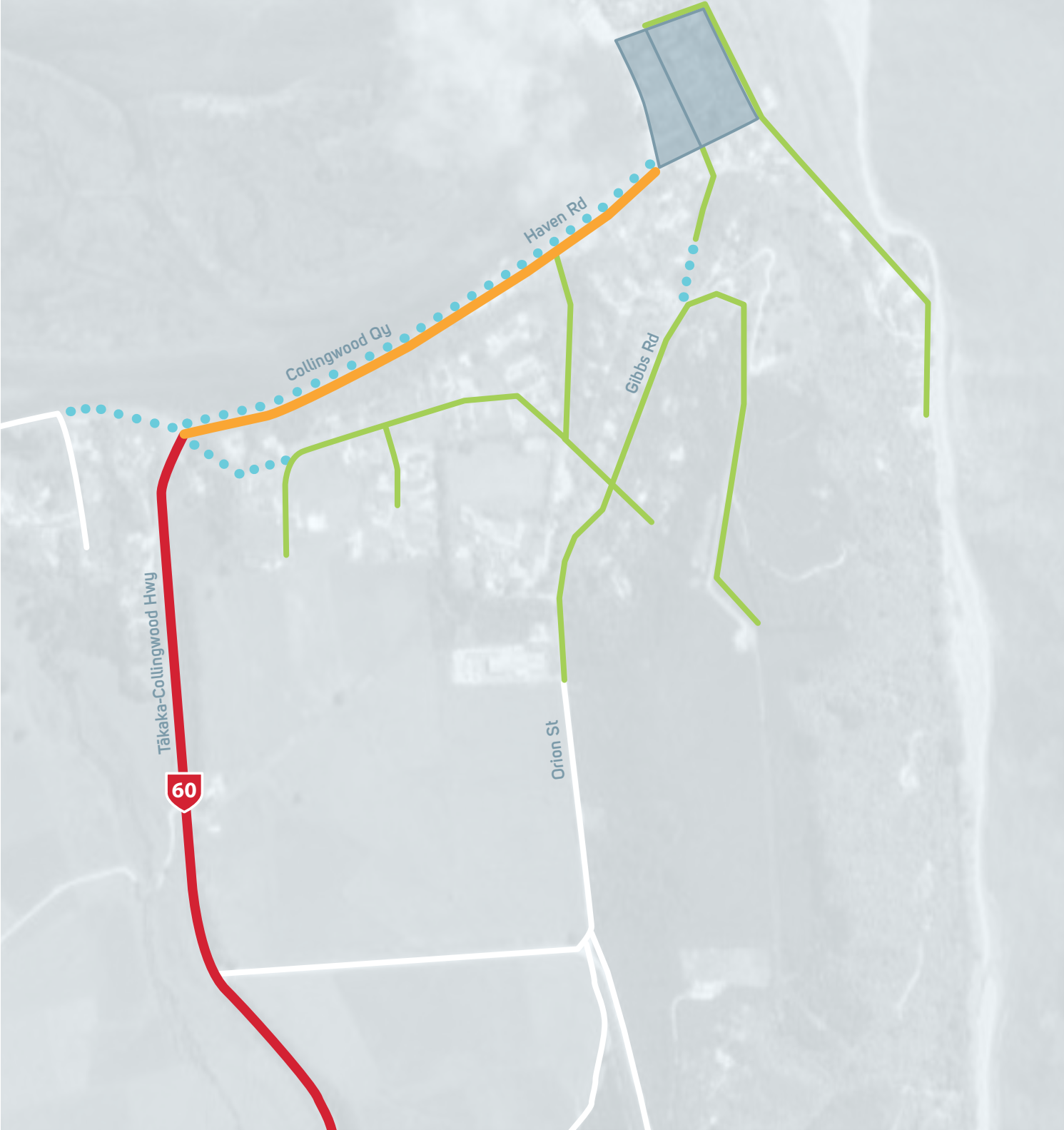
# TĀKAKA



## KEY

- ● ● Shared path
- — — Separate cycle lane
- — — Slow speed town centre
- — — 50km/h road
- — — Slow speed residential street (Greenway)
- Pedestrian crossing improvements
- — — State highway

# COLLINGWOOD



## KEY

- • • Shared path
- Slow speed town centre
- 50km/h road
- Slow speed residential street (Greenway)
- State highway

# ST ARNAUD



## KEY

- ● ● Shared path
- ▬ 50km/h road
- ▬ State highway
- ▬ Slow speed residential street (Greenway)
- Pedestrian crossing improvements

Feel free to contact us:



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