



E Tū Whakatū

Nelson's Active Travel
Strategy 2022 – 2032



Nelson
City Council

Te Kaunihera o
Whakatū

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Foreword

The case for change is clear. Household transport emissions make up 25%¹ of New Zealand's greenhouse gas emissions. If we are to become carbon neutral by 2050, New Zealand and Nelson need to rethink how it gets from point A to point B².

It can seem a daunting challenge. Many of our cities, including Nelson, have been designed with cars as our primary means of transport, with many communities based far away from major urban centres with limited public transport links, and insufficient cycle lanes and footpaths.

And that's where E Tū Whakatū – Active Nelson comes in. It's not possible to reach our emissions goal without making travel by foot or bike an easier and more popular choice. Read on to find out what we propose in detail, but the bottom line is that over the next 10–15 years, we are making a substantial investment in improved footpaths and cycle facilities that will make your journey more enjoyable, safer and healthier, and encourage many of you to travel in a more environmentally sustainable way.

We know that Nelson is not due to get any extra road capacity in the next 15 years as part of Waka Kotahi's Future Access Plan, and nor is that the solution. Study after study shows that new roads do not bring long term reductions in congestion, and in fact encourage people to use their car more often.

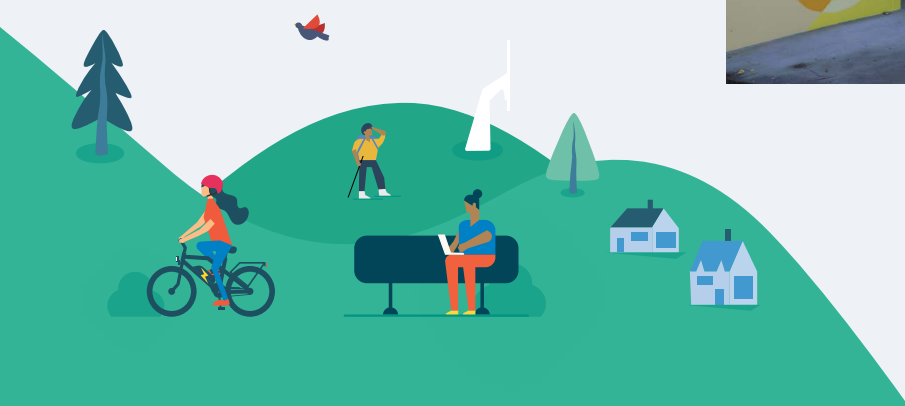
Change is never straightforward, or easy, and some will find our switch to a more sustainable transport model challenging. But change doesn't require everyone to do everything, it requires enough people to do something. We won't see every Nelsonian cycling to work next year, that would be unrealistic, but for every improvement we make to our Active Transport network I hope to see more and more people make that switch where they are able to.

Brian McGurk

Chairperson, Nelson City Council Infrastructure Committee



See page 27 for bibliography



Executive Summary

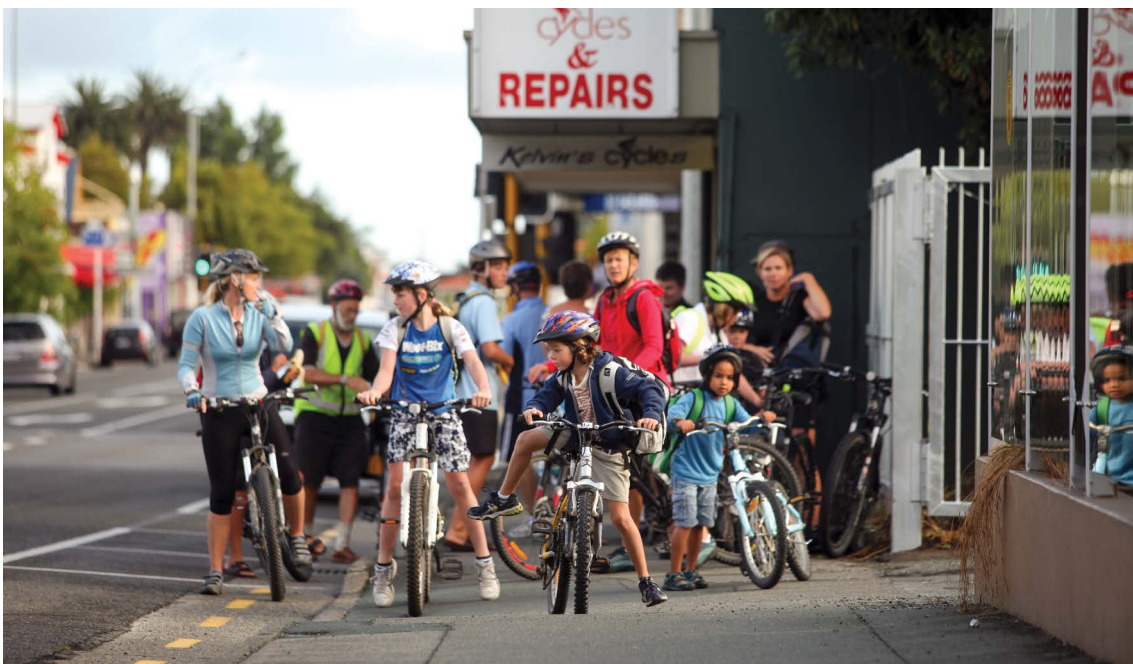
Creating a sustainable transport culture is a key priority in Nelson City Council's 2021-31 Long Term Plan, written after Council declared a Climate Emergency in 2019. Encouraging people to walk, cycle or use public transport is one of the key ways in which we can reduce the greenhouse gas emissions associated with transport.

This Active Travel Strategy, gifted the name, "E Tū Whakatū – is a call to action to change how we travel. It is part of a suite of transport and planning strategies that aim to support the zero carbon emissions by 2050 target. Together, they provide the framework for Nelson to tackle some of the biggest transport and urban challenges currently faced. Including, climate change, car dominated urban environments and a lack of safe, accessible, comprehensive and sustainable transport options.

E Tū Whakatū – Active Nelson focuses on providing the framework and guidance to change the way we travel. It will deliver a programme of investment in walking and cycling over the next 10-15 years, that will change the way we travel so it is more sustainable, reducing carbon emissions and private car use. The plan has been developed for all age groups and abilities to promote the broader well-being of all our community.

Household travel accounts for 26% of Nelson's total carbon emissions, and 94% of our household emissions³.

Nelson is moving to a sustainable transport system that generates net zero emissions, and is connected, safe, net zero emissions, great for the health of our community and environment.



Introduction

We are a fast growing community, facing increasing demand to travel. Without action, we risk significant increases in traffic volumes with consequent increasing impact on safety, parking, congestion, and the health and wellbeing of our communities.

A shift to zero emission transport options is essential to quickly cut carbon emissions. Developing a network that makes it safe, convenient and attractive to walk, cycle and take a bus for day to day trips is vital to making that shift.

The Nelson Future Access Plan, adopted in 2021, does not provide for any increases to arterial road capacity in Nelson over the next 15 years, so this is not being considered as an option.

Increasing road capacity encourages more car use, which in turn leads to increased congestion and carbon emissions. Providing our fast-growing community with improved footpaths and cycle facilities will enable people to get around more easily without using a private vehicle and to make a positive contribution to addressing climate change.

Our transport future is based on changing the way we travel by increasing the number of trips made by active transport and public transport. This can reduce the number of single occupancy vehicles on our roads, freeing capacity for those who need to travel by vehicles and for freight.

The national approach⁴ to reducing emissions is to:

- **avoid** unnecessary trips
- **shift** how we travel
- **improve** our fleet of vehicles.

The focus of this strategy is to outline how Council will enable and encourage the **shift** away from private vehicles to more sustainable and healthy travel options.

This strategy proposes developing an active transport system that will provide the incentives to reduce the use of private cars and enable more active travel.

He Pou a Rangi - the Climate Change Commission has clearly set out what we must do to ensure a maximum of +1.5C global warming to minimise the effects of climate change⁵. Global statistics show we have to act now to effect change.

“ Reduce transport emissions by 41% by 2035 and 100% by 2050². ”



Vision:

A safer, healthier, accessible and more liveable Whakatū for all our community.

A better transport future

Improving the wellbeing of our people and the planet

Challenges

It is clear that comprehensive change in the transport system has to happen to achieve a sustainable transport future. The challenges are also clear and are outlined below .

1. People feel unsafe

Riding on-road, walking/crossing the street, and generally mixing with motor vehicles in a busy urban environment which is designed for cars, not people can be intimidating. There have been 7 fatalities and 81 serious injuries involving pedestrians and cyclists in Nelson in the 10 years from 2012 to 2021⁶. People also feel unsafe when they hear about injuries suffered and near misses experienced by others.

To ensure people feel safe to walk or cycle, we need to focus on improving accessibility, connectivity and liveability. Until parents feel there are safe routes from their house to school, their children will not walk or cycle to school.

Other vulnerable users, including older people, those with limited mobility, and low vision are also discouraged from active travel choices if they don't feel safe. Many of these more vulnerable people have few viable transport choices. Being uncomfortable walking is likely to severely limit their ability to take part in and contribute to society.

The current active transport network has good coverage, but it can be much better. Until there is a fully connected network of separated facilities or slow street routes, some people will be reluctant to make walking and cycling trips that can support healthier lifestyles, improve mental health, and reduce pressure on our health system.

Active modes and safe, efficient public transport also deliver direct safety benefits by reducing the number of vehicles on the roads.

2. Traffic volumes and Vehicle Occupancy

There are more cars on our roads with only one person in them than ever before.

Nearly every car (87%⁷) on Waimea Road and Rocks Road has only one person in it.

Increasing traffic volumes are resulting in increasing safety problems, delays and congestion. When paired with high rates of vehicles with only one occupant this produces a very inefficient and unsustainable use of our road space.

We recognise that some trips need to be made by car, but the majority of our trips are within walking/cycling distance, driving a 1.5 tonne fossil fuel burning vehicle for short trips is unsustainable.

The challenge here is to encourage a behaviour change where people only use their cars when they really need to.

The Nelson Future Access Study⁸, adopted in 2021, does not support building new infrastructure for growth in vehicle numbers, but instead relies on the more efficient use of our existing road space to ensure growth and freight can be accommodated. Simply transferring a trip from a single occupancy vehicle to an active transport mode has the potential to provide more road space for other users.

3. Vehicle Speeds

Like most places in New Zealand, pedestrians and cyclists in Nelson are sharing and crossing roads with 50km/h speed limits with little or no protection from vehicles.

At 30km/h most drivers in most cars can come to a complete stop in less than 20m. At 50km/h they have not quite got their foot on the brake pedal in that distance, so are still travelling at 50km/h.

Even if a crash happens, lower speeds reduce the harm done.

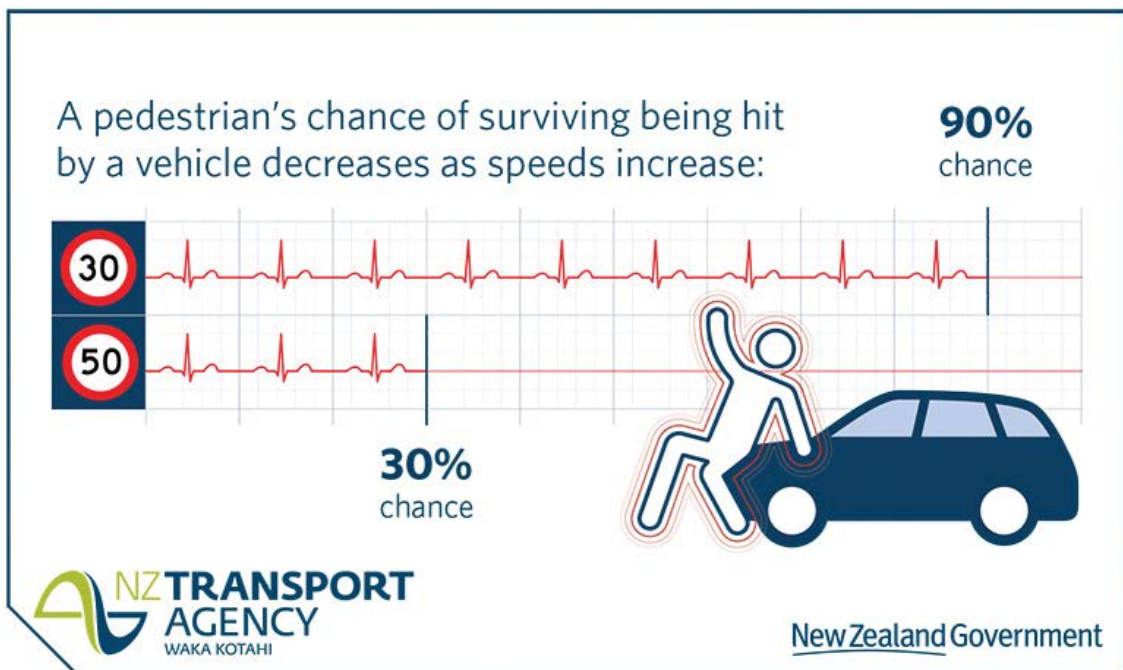
Speeds over 30km/h dramatically increase the likelihood of serious injury or death in the event of a crash⁹ between a vehicle and a vulnerable road user such as a cyclist or pedestrian.

Driving speeds increase noise and pollutant emissions as well, with significant impacts on community health and wellbeing.

4. Competition for road space and a dependence on on-street parking

The demand for road space is a significant challenge as we rethink our transport system and seek to reallocate current road reserve widths to prioritise safe active modes and an efficient public transport service.

In many cases the only options are to reallocate road space by the removal of parking or to purchase property. Council will work with each community to identify and implement the removal of parking as required to achieve the sustainable transport outcomes identified in this strategy.



^{8,9}See page 27 for bibliography

Rethinking travel

Rethinking how we travel is consistent with the Ministry for the Environment's (MfE) Emissions Reduction Plan (ERP), which has set a national target of reducing vehicle kilometres travelled by cars and light vehicles by 20% by 2035 by providing better travel options.

If we are to achieve these targets we need to rethink the ways we travel.

Both Nelson City Council (NCC) and Tasman District Council (TDC) are working together to develop a regional public transport service, integrated active transport networks and common best practise design standards (Nelson Tasman Land Development Manual - NTLDM).

However, our community faces many barriers that discourage them from changing transport habits. We have heard from our community that there is strong support for investment in removing gaps in, and extending, the active transport network, improving the safety

and standards of design, and improved accessibility, particularly for our more vulnerable users.

To achieve this we must rethink our investment priorities and the way we design the overall transport system. This Active Travel Strategy has developed principles, policies, and actions to provide Nelsonians with the choice to not have to use private cars. These will enable and encourage safe and convenient active travel, to reduce the reliance on cars, reduce carbon emissions, and enhance the health and wellbeing of our community.

In 2021 Te Tau Ihu Regional Land Transport Plan¹⁰ (RLTP) was prepared by Nelson City Council (NCC), Marlborough District Council (MDC) and Tasman District Council (TDC). It includes an integrated transport response to climate change over the Top of the South and adopted the target of doubling the use of active transport modes and increased public transport use by 2030.



You have told us

We have worked with our community, community partners and key stakeholders to understand what the barriers to increasing active travel in Whakatū are.

We heard that:

- It doesn't always feel safe to walk, cycle, use mobility devices or use other active modes.
- There are gaps in the core walking and cycling network where it can leave people exposed or unable to get to key destinations, including shops, medical facilities, schools, or the nearest bus stop.
- There is a demand for better cycle lanes
- There are dangerous intersections and busy roads with no safe place to cross.
- Vehicles are rat-running and speeding down local streets creating uncomfortable and dangerous environments.
- Our most vulnerable road users, the elderly and children require a greater level of protection from motor vehicles (such as physical barriers) before they feel comfortable and safe using active modes of transport.



Over the last 15 years Nelson has built a great north south corridor of shared and separated walking/cycling facilities. However:

- **Shared paths on high use routes are no longer an acceptable level of service or safe**
- **Walkers do not feel safe sharing paths with cyclists**
- **Cyclists do not feel safe sharing space with vehicles at speeds over 30kph**
- **We need to provide connections in the network to better cater for east west journeys both in central Nelson and Stoke**
- **Shared walking and cycling facilities are likely to become less suitable if they are used by growing numbers of faster devices such as e-bikes and e-scooters.**

We also heard that motor vehicles are frequently the most practical and convenient means of getting around our city for many people.

Changing direction - strategic context

This strategy has been developed to fully align with other national and local policies and strategies. It provides a fully co-ordinated, integrated approach to travel in the coming 10-15 years.

The **Government Policy Statement on Land Transport (GPS)**¹¹ is produced every three years and sets out central government's key priorities for land transport. It is the central

document guiding investment decisions from the National Land Transport Fund, which subsidises local authority transport investment. The current assistance rate from the fund is 51%. The four strategic priorities of the 2021 GPS are **Safety, Better Travel Options, Climate Change, and Improving Freight Connections**.

There are a number of local and national strategies and plans which support and implement the GPS, as shown.



Council's Vision, Priorities and Outcomes

He Whakakitenga, He Whakaarotau

Council's vision, priorities and community outcomes for Whakatū Nelson are set out in the Long Term Plan 2021-31¹⁷, "Your Wellbeing, Nelson's Future/Oranga Tonutanga". The focus of Council for the ten years of the plan is community wellbeing.

Vision

**He Tāone Tōrire a Whakatū
Nelson - A Smart Little City**

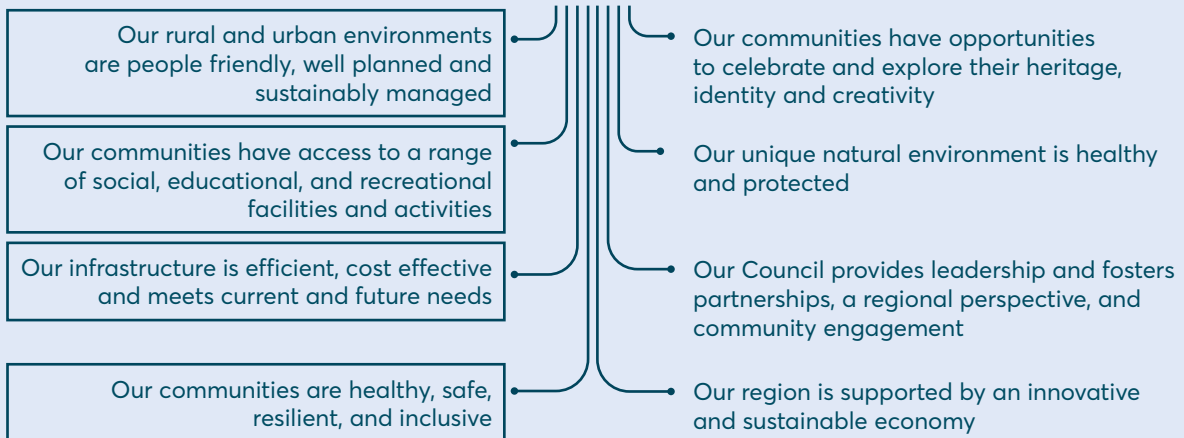


Mission

We shape an exceptional place to live, work and play

Community Outcomes

We shape an exceptional place to live, work and play



Council Priorities



Community outcomes:

Aotearoa has committed to reaching net zero emissions of long-lived greenhouse gases by 2050 to help achieve the global goal of limiting global warming to +1.5C².

Outcomes

This Active Travel Strategy contributes to the following community outcomes:

Our rural and urban environments are people friendly, well planned and sustainably managed



- A well planned urban environment that encourages walking, cycling and other active travel is people friendly, and easier to manage sustainably than a vehicle dominated environment

Our communities have access to a range of social, educational, and recreational facilities and activities



- A connected and integrated active travel network, linked to public transport, enables many in our community to more easily access the full range of social, educational and recreational facilities and activities

Our infrastructure is efficient, cost effective and meets current and future needs



- Providing infrastructure for active travel is very cost effective on a cost per person travelling basis compared to infrastructure for vehicles
- Active travel infrastructure will meet the transport needs of our communities as we transition towards a net zero carbon future

Our communities are healthy, safe, resilient, and inclusive



- Travelling via active transport increases physical activity leading to better health and wellbeing for all sectors in our community
- Increasing the numbers of trips using active and zero emission transport will improve air quality and the health of our residents
- Reduced air pollution has positive health outcomes
- Safety is a key priority for this strategy
- An active transport system is resilient to multiple disruptions, including natural disaster, weather events, the effects of climate change, and economic shocks
- Connected active travel networks enable all socio-economic groups, ages and abilities to reach facilities and activities

This strategy, integrated with the Climate Action Plan Parking Strategy, Public Transport improvement plans, speed management, the Future Development Strategy, City Centre Development, and Housing Intensification are the building blocks of Council's priority of creating a sustainable transport culture.

How this Strategy supports achieving the Council priorities

Infrastructure

- Addressing both real and perceived safety issues
- Pleasant, intuitive, user friendly (and friendly users!) paths, cycleways and neighbourhood routes.
- People have access to high quality and well connected walking and cycling networks that bring them safely to a bus route or directly to their destinations.

City Centre Development

- A transport network that works for all users, and allows the economy to flourish, and allows everyone to get where they need to go safely and efficiently.

Environment

- Clean air, liveable streets, safe and enjoyable journeys, and a city that prides itself on being the best place to walk and cycle in the country.
- Net zero carbon emissions by 2050
- Health benefits – by choosing to walk or cycle, people improve their own health, as well as the planet's, by producing less carbon emissions (air pollution) and by getting some exercise for themselves.

Housing affordability and intensification

- A well-planned city that provides for intensification in our urban areas, whilst improving liveability, amenity, emission reduction outcomes and enabling efficient use of core infrastructure.

Creating a sustainable transport culture

This strategy will:

- **Enable access to alternatives to the private car for people of all ages and abilities.**
- **Inspire a mode shift where people choose walking, cycling and public or shared transport (or other sustainable options the future holds), instead of using a private vehicle**
- **Provide competitive, viable travel options that enable and encourage mode shift away from single-occupancy vehicles, and encourage the use of low emission and congestion-reducing modes of travel either for parts of journeys or for entire journeys.**



Nelson City Council has declared a Climate Change emergency. According to Stats NZ figures, road transport contributed 42% of New Zealand's Carbon Dioxide emissions in 2018. Reducing road transport emissions is critical to meeting Greenhouse Gas emission targets.

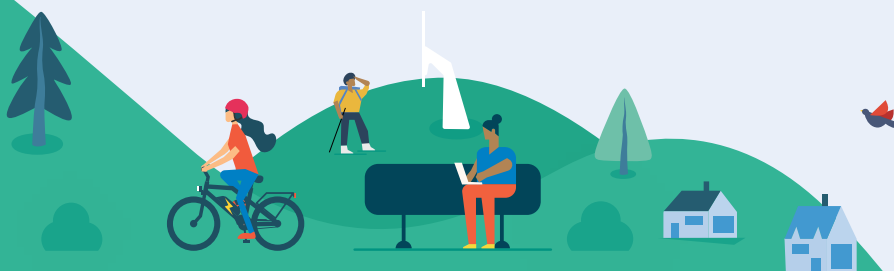
Our response - The Right Direction

This strategy contains the actions required to remove known and perceived barriers to active travel uptake alongside the targets and measures we will use to assess our success.

A **network plan** that lays out the key active travel routes in our city will form the basis of this strategy and provide the city with a way forward to start, and to achieve the change required to impact on carbon emissions. **Actions** include investment decisions through the Annual Plan and Long Term Plan process aimed at getting our core network right for all users.

E Tū Whakatū!

- Getting the core network right** > Focussed investment programme
- Best practise design** > Safe, appropriate, affordable, accessible.
- Lowering vehicle speeds** > Speed management plan and targeted investment in speed control.
- Increasing integration with and improving public transport** > Enabling longer trips by combining public transport with walking and cycling
- Supporting behaviour change programme** > Workplace and school travel planning, education and campaigns.



Targets

To achieve the level of change we need, we have set three ambitious targets.

Target 1 Vehicle Kilometres Travelled (VKT) will reduce to 25% below 2019 numbers by 2035.



The ERP has a national target of a 20% reduction in VKT by 2035 compared with 2019 numbers. However, the plan suggests that higher targets are likely to be set for urban areas to reflect the fact that people are more able to walk, cycle or use public transport in urban areas. A higher target has therefore been adopted.

This will be measured using VKT estimates from annual vehicle count data.

Target 2 We will DOUBLE the proportion of people walking and cycling to work and school by 2035.



It is estimated that this target, when combined with an increase in the proportion of people working and studying from home, will result in a 25% reduction in VKT associated with the journey to and from work or school, compared to 2019 numbers¹⁸. This is consistent with target 1 and reflects the targets of the 2022 ERP. It is more ambitious than the targets in the Regional Land Transport Plan 2021-31.

It is estimated that this will result in 10,000 fewer vehicle trips in both the morning and evening peak by 2035

This target will be measured using census data for the journey to work or education.

Target 3 No Active transport user is killed or seriously injured on our network by 2035.



This target is more ambitious than central Government's Road to Zero target of a 40% reduction in deaths or serious injuries by 2030.

It will be measured using Waka Kotahi's Crash Analysis System (CAS).

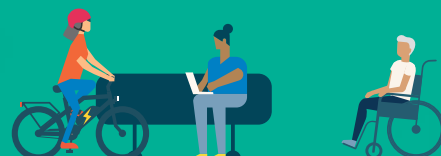


Our carbon net-zero by 2050 goals can be met by increasing active travel together with zero emissions public transport integrated with good planning, housing intensification and a safer speed environment.

The guiding principles

At the heart of every good active travel strategy are guiding principles that direct our efforts and investment, creating a unified effort in tackling this challenge. E Tū Whakatū is no different. Nelson City Council has highlighted 'sustainable transport' and 'mode shift' as key focuses of the decade. The guiding principles below are the key to achieving this for Whakatū.

- 1. It feels safe, and is safe, to travel by active modes on pathways, cycleways and on the road.**
- 2. Vehicles are slowed to 30km/h outside schools, in town centres and in urban neighbourhood areas.**
- 3. Quality, purpose built and well-maintained infrastructure is provided for all modes of travel.**
- 4. Access to alternatives to the private car for all ages and abilities will be enabled.**
- 5. Active travel and public transport will be more attractive.**
- 6. Future development encourages active modes of travel. Urban form supports reductions in greenhouse gas emissions by integrating land use and transport.**



How we will achieve the changes

Nelson's active travel network, consisting of footpaths, shared paths, and cycleways has been categorised into primary, secondary and neighbourhood routes as shown on the maps on pages 25 to 26.

Primary and secondary **cycling** routes will typically be separated from vehicle traffic. These routes will be well maintained, and closing the gaps in these routes will be a priority.

Neighbourhood **cycle** routes will typically be on roads that are traffic calmed, low speed environments, with average speeds around 30km/h, where people enjoy their street and more people walk and ride bikes.

Primary and secondary **walking** routes will typically be separated from cycles and wheeled devices. They will be wide enough for all users, including wheelchairs and mobility devices to comfortably pass, and will have comfortable gradients.

Future Technology

There have been significant increases in "Micro Mobility" in the past 5 to 10 years. While walking and cycling are still the dominant means of active travel, the numbers of electric bikes (e-bikes) have increased substantially throughout New Zealand, including Nelson. Nelson hasn't yet experienced the sort of growth in electric scooters (e-scooters) that other centres have, but scooter share companies are known to be considering setting up in Nelson. Mobility scooters are providing a transport option to a sector of society who may have few transport options available.

These devices are both heavier and faster than walking and traditional pedal cycles. They also have different braking and manoeuvrability characteristics.

Skateboards, one-wheels, and "hoverboards" are also currently available, but are not as popular as e-bikes and e-scooters. There is significant ongoing research and development of low carbon emission travel, which could well result in a proliferation of different micro mobility devices that will need to be accommodated in our active travel networks.

The design of our active travel networks will need to be flexible enough to safely and comfortably cope with these new, but as yet unknown devices.

Our end goal is to enable access to, and so increasing the use of, sustainable transport options like walking, cycling, scootering and taking the bus, for people of all ages and abilities in Nelson.

We envisage people reaching for handlebars and walking shoes rather than car keys when heading out. People will enjoy the amenity and liveability of our Smart Little City on calmer, and greener streets designed for people.

What are our Neighbourhood Routes?
These routes connect us to our neighbours, our friends, to the nearest bus stop and to the local shops. They also connect us to the primary and secondary routes. These routes will be supported by lower speeds for on street cycling and dedicated footpaths for pedestrians.

Actions

1. Design Standards

We will work with Tasman District Council to adopt an appropriate set of design standards based on Waka Kotahi's Pedestrian and Cycle Network Guidance, international best practise, and the following principles:

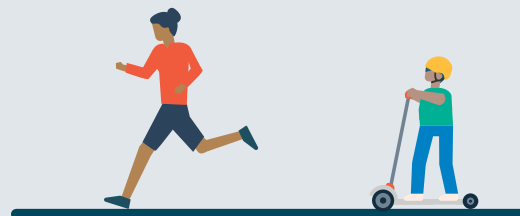
- Cycleways are built for cyclists and wheeled recreational device users.
- Footpaths are built for pedestrians, wheelchair and mobility device users.
- Shared paths are built to be enjoyed by all active modes.
- Neighbourhood routes are built for wheeled active mode users to share with vehicles in 30km/h environments.
- Provisions are made for all ages, particularly for our aging population and for youth.
- Provisions are made for people with disabilities

This is expected to result in the following outcomes:

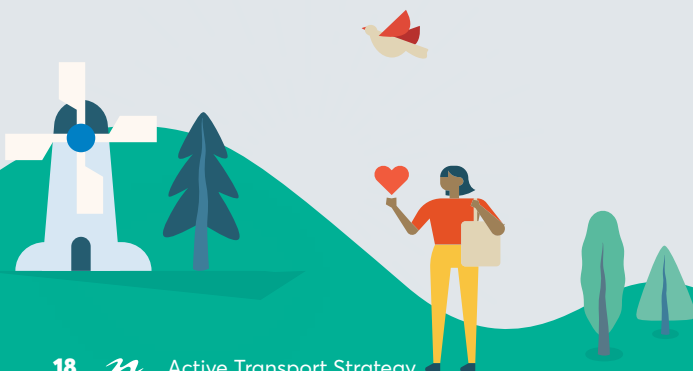
- There is plenty of space for everyone, eg:
 - Separation of walking and cycling paths from higher speed traffic (50km/h or higher)
 - Low speed, traffic calmed, low traffic volume neighbourhood streets
 - Pedestrian facilities separated from cycle facilities where adopted best practise guidance deems appropriate



- Enjoyable experiences on routes linking up key destinations with intuitive wayfinding, smooth surfaces, minimised need to slow or stop often and a continuous network.
- Provision of shade, seating, and smooth surfaces
- Dedicated crossings for active mode users on primary and secondary active mode routes over roads with high speed traffic, high traffic volumes, or crash history, and where there is a suppressed demand to cross



What are our Primary and Secondary Routes? These routes make up the core network. They carry high volumes of active mode users each day. Primary and Secondary Routes are designed and maintained to a higher level than neighbourhood routes because there are more people using them.



2. Getting our core network right:

We will focus on:

- Safety improvements, addressing both real and perceived safety issues, on our neighbourhood routes and our Primary and Secondary walking and cycling routes, prioritising areas with a history of crashes, places with high numbers of active travel users, and areas with a history of complaints.
- Linking up our Primary and Secondary routes, forming one, connected network of pathways and cycleways
- Environmental factors commonly involved in falls in public places including pavement cracks and misalignments, gutters, steps, construction works, uneven ground and slippery surfaces will be addressed with urgency.
- We have used the ONF to map the future network, determine modal trade-offs and determine operating gaps to fix.
- Collaborate with Developers and Council's Parks department to improve active mode access

The One Network Framework (ONF) is our new national classification system. It will be used to determine the function of our roads and pathways and inform decision making.

Within the next ten years we will aim to deliver the active travel projects announced in the Nelson Future Access project, and at other key locations found on pages 22-23 'Timeline for Delivery'.



3. Lowering vehicle speeds



We will improve the amenity and attractiveness of our local streets for walking and cycling by lowering the speeds of the vehicles who drive there to 30km/h.

Lowering vehicles speeds helps us achieve Vision Zero where no-one is seriously injured or killed on our roads.

Speed Management Plan

This will be achieved through a Speed Management Plan, which will reduce speed limits to 30km/h on roads where active travel users share the road with little or no protection from motor vehicles. Traffic calming will be installed on these roads to improve compliance with the speed limit.

We will prioritise:

- Schools and early learning centres
- Town centres and busy retail areas
- Areas and neighbourhoods where people want to walk and cycle
- Other community hubs

These limits are consistent with current international best practise, and with New Zealand's Road to Zero road safety strategy, and will lead to calmer, more liveable, and safer streets.

This approach is consistent with Waka Kotahi's recently released Speed Management Guide.

The speed management plan will outline how, where and why interventions (such as traffic calming, greenways, home zones, shared-zones and tactical urbanism) can be used to lower speeds and encourage walking and cycling.

4. Urban Form – getting the planning rules right

The Nelson Tasman Future Development Strategy is focusing on development which reduces the need for vehicle travel by encouraging growth in areas where active travel or public transport are viable transport options.

The National Policy Statement on Urban Development (NPS-UD)¹⁹ sets out important and nationally consistent matters that contribute to well-functioning urban environments and which local authorities must include in their policies and plans. Emphasising these factors in planning and decision-making will enable access to opportunities and thereby maximise social benefits and minimise social costs.

Well-functioning urban environments are about more than just high-quality infrastructure and planning. There are a range of factors including behaviour, culture, weather, and social aspects that impact on how liveable our urban areas are. We can't control the weather, but we can influence those other factors with supporting programmes and facilities to encourage the use of active modes of travel, including Plan rules that require bike parking and trip end facilities.



5. Supporting and Parallel Programmes

In addition to getting planning, design and construction right Council will continue to run a number of supportive programmes to support walking and cycling

- Promotion of 0800 cyclecrash, monitor stats/reports
- Start monitoring minor crash/non-injury/ trips and falls statistics
- Workplace and School Travel Planning
- Education – cycle skills and maintenance training
- Supporting bike repair and loan schemes
- Awareness & safety campaigns, promoting Vision Zero and culture change
- Emissions reduction education, advice, and help
- Communications plans will be created with all key agencies involved in the Active Transport Strategy to create consistent messaging especially around “share with care” and etiquette

We will **upgrade the public transport bus service** to better integrate with active travel, including:

- Increased frequency
- Longer service hours
- Improved routes
- Improved facilities, including cycle storage, at the bus interchange and stops

We will implement a **parking strategy** that includes:

- A reallocation of road space to give space to alternative modes
- Parking management strategies to incentivise active and public transport. **This may include provision for electric bike/scooter parking and charging or sharing**



Summary

The table below shows how the challenges to active travel uptake will be addressed by the actions outlined in this strategy.

Actions	Challenges	People Feel unsafe	Traffic Volumes	Vehicle Speeds	Competition for road space
Design Standards		✓✓	✓	✓	✓✓
Getting Our Core Network right		✓✓	✓	✓	✓✓
Lowering Vehicle speeds		✓	✓	✓✓	
Urban Form		✓	✓✓	✓	✓✓
Supporting Programmes		✓✓	✓✓	✓✓	

Timeline for delivery:

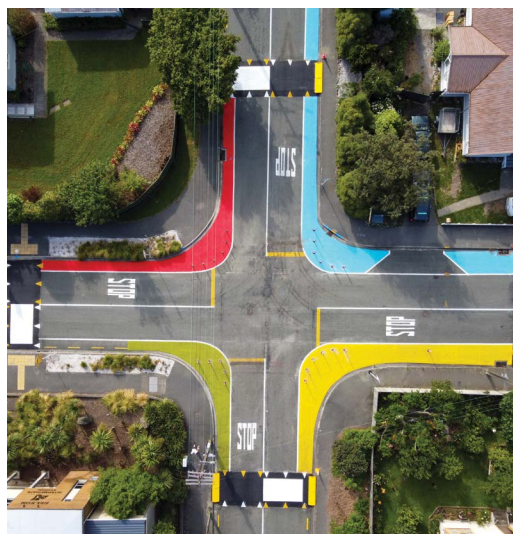
(subject to funding)

Short term (2022 – 24)

- Develop and consult on a Speed Management Plan to determine where we will change speed limits and how we will ensure compliance.
- Support the delivery of Te Ara o Whakatū - Nelson Spatial Plan, by working to create pedestrian focus in the city centre and an active travel corridor along Bridge Street, integrated with the wider active travel network.
- Proceed with developing and delivering the projects listed below:

NFA Projects	Other Council Projects (outside NFA)
<ul style="list-style-type: none"> • Waimea to Railway reserve active travel corridor • Traffic calming on rat-run streets • Upgrade Franklyn St/Waimea Rd intersection • New and improved crossings over arterial roads • New and improved crossings on existing primary and secondary active travel routes. 	<ul style="list-style-type: none"> • Cross-town Links – Active travel facilities between Waimea Road and The Brook • Nile Street Active travel primary route • Traffic calming and speed limit changes in key areas • Active travel connections and improvements between the city centre and Atawhai growth areas • Addressing minor gaps and deficiencies in the level of service of primary active travel routes • Identify primary and secondary routes to serve the Stoke Valleys growth areas

- Ongoing effort to address minor gaps and deficiencies, safety concerns and improvements with a focus on liveability and safe connectivity on our walking and cycling networks and neighbourhood streets.
- Ongoing promotions of cycle education programmes, Bikes in Schools, driver education and awareness programmes, and build on work with our Enviroschools partners.
- Update the NTLDM to align with design standards based on international best practise.
- Update Nelson City Council procedures for footpath, cycleway and road maintenance, reinstatements, and improvements to reflect international best practise.
- Improve end of trip facilities to encourage active travel at each end of people's journeys with a focus on improving the links between public transport and walking and cycling.
- Ongoing support for our partners Waka Kotahi with the design and delivery of the Rocks Road walking and cycling facilities.



Supporting sustainable transport choices

Continue to upgrade the public transport bus service with increased frequency, longer service hours, better routes, better cycle storage facilities at bus stops.

Implement the parking strategy, which discourages the use of private vehicles for most trips and encourages the use of public transport and active travel.

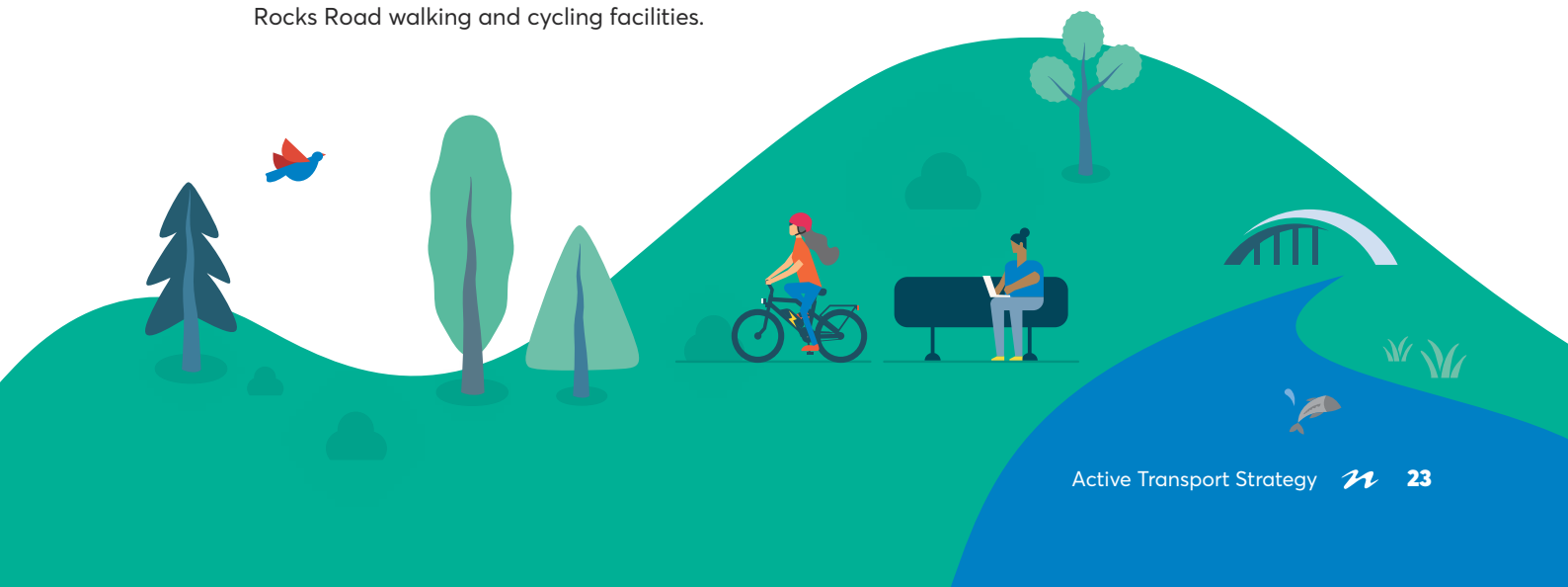
Mid-term (2024 – 27)

- Ongoing effort to address minor gaps and deficiencies roundabouts, safety concerns and improvements with a focus on liveability and safe connectivity on our walking and cycling networks and neighbourhood streets.
- Continue with implementation of the speed management plan, creating low speed neighbourhood streets.
- Monitor the compliance with the lower speed limits and address non-compliance with street environment changes.
- Ongoing support for our partners Waka Kotahi with the design and delivery of the Rocks Road walking and cycling facilities.

- Deliver Washington Valley walking and cycling improvements, as outlined in the NFA detailed business case, alongside utilities upgrades.
- Deliver the projects that were planned and funded in years 1-3.
- Update the Nelson Plan document to reflect best practise in providing for and encouraging a move away from private vehicle use to more sustainable modes of travel.

Long term beyond 2027

- Ongoing effort to address minor gaps and deficiencies roundabouts, safety concerns and improvements with a focus on liveability and safe connectivity on our walking and cycling networks and neighbourhood streets.
- Support the delivery of the Rocks Road walking and cycling facilities project.
- Proceed to investigate and develop a detailed plan for the separated Ridgeway walking and cycling facilities.
- Proceed with the business case process for other primary and secondary walking and cycling routes as shown in the 'Proposed Network' map including, (but not limited to), Rutherford St, Waimea Rd, Princes Drive, Jenkins Creek, Bolt Road, Polstead Rd, Champion Rd, Hill Street, Marsden Valley Road and Ngawhatu Valley.



Glossary

Design Standards:

Design Standards: Waka Kotahi's Cycle Network Guidance, Pedestrian Network Guidance, Pedestrian Planning guide, Austroads' Guide to Road Design Part 6A: Paths for Walking and Cycling, Cycling Aspects of Austroads Guides.

Greenway:

Greenways are outdoor spaces connecting people & places. Each greenway is unique, reflecting the character of the communities it connects.

Levels of Service (LOS):

A measure of the quality and effectiveness of the transport environment – ranging from A (good) to F (poor).

Nelson Future Access Project (NFA):

An investigation of a future proofed transport system considering the needs of all users travelling within Nelson.

One Network Framework:

A national road classification system, which considers both the transport and place functions of a road.

Primary or Secondary active mode route:

An active travel route linking main origins and destinations, such as major residential, employment, or recreational areas, medical or educational facilities.

Separated pathway:

A cycle only path that is separated from vehicle traffic.

Shared pathway:

A path that separated from vehicle traffic, but is shared primarily by pedestrians and cyclists, but could also include scooters, e-scooters, skateboards, etc.

Single Occupancy vehicle:

A vehicle whose only occupant is the driver.

Suppressed demand:

A situation where people wish to travel but choose not to. People often choose not to travel by active modes because they consider it to be unsafe, inconvenient, or indirect.

Tactical Urbanism:

Tactical urbanism includes low-cost, temporary changes to the built environment, usually in cities, intended to improve local neighbourhoods and city gathering places.

Trip End Facilities:

Facilities at destinations which encourage active travel, such as secure and covered cycle parking and showering and changing facilities.

Traffic calming / Speed management:

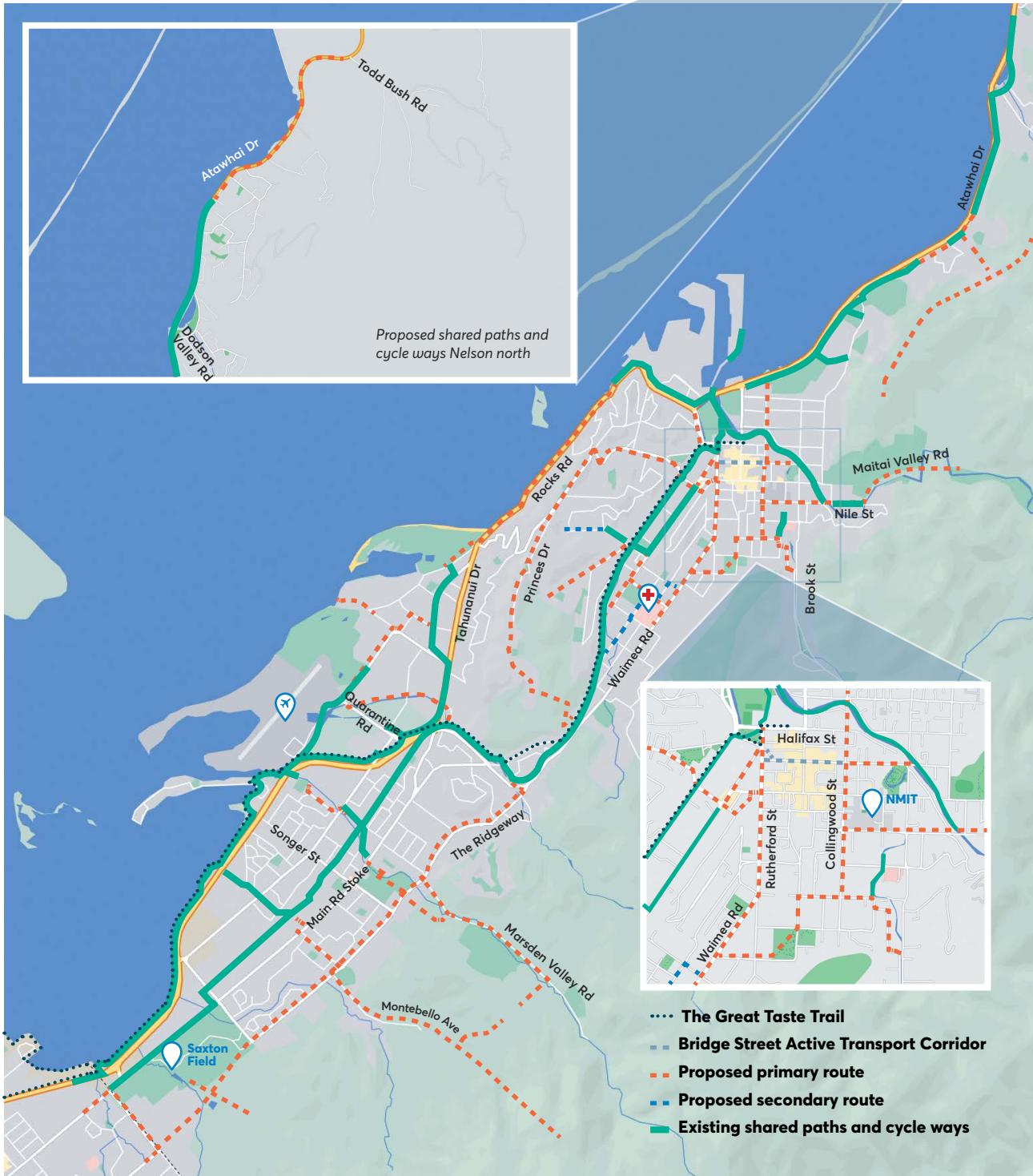
Measures or devices such as speed humps or chicanes, which slow vehicles.

Vehicle Kilometres travelled (VKT):

The total distance travelled by vehicles in the (Nelson) roading network on a daily, weekly, or annual basis. It is estimated from traffic count data.

Maps

The Proposed Network

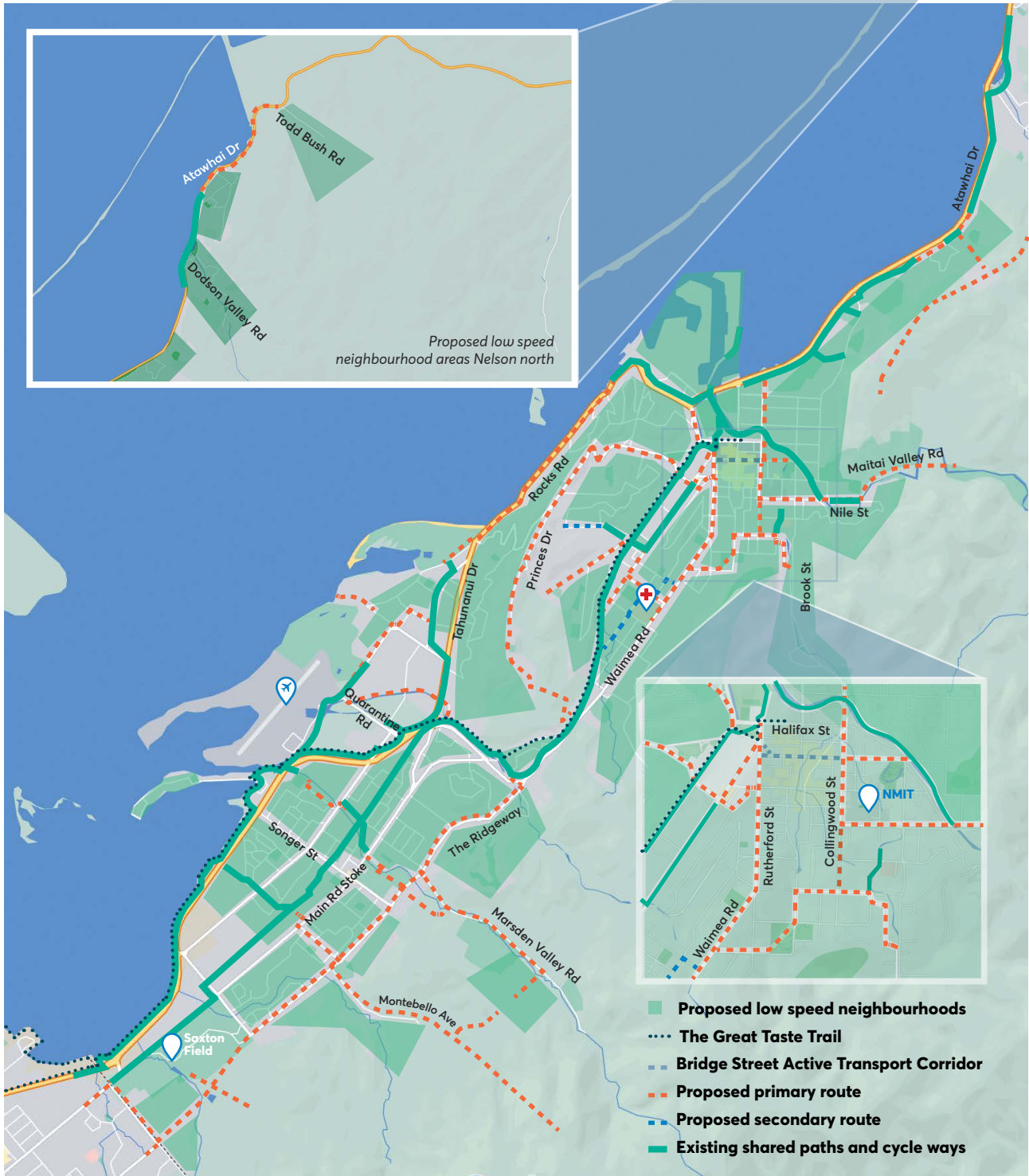


1. Recreational cycle ways have not been shown

2. Alignments of proposed routes are indicative only. These may change following further investigation.

The proposed network is supported by existing walkways and tracks that create off-road connections which link up the network and are not shown here.

The Proposed Network and Proposed Low Speed Neighbourhood



1. Recreational cycle ways have not been shown

2. Alignments of proposed routes are indicative only. These may change following further investigation.

The proposed network is supported by existing walkways and tracks that create off-road connections which link up the network and are not shown here.

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