
Appendix 3B
Walking and cycling policy matrix

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Provision for cyclists and pedestrians

How Transit caters for cyclists and pedestrians in a particular location depends on:

- the surrounding land use – existing and planned;
- the category of state highway;
- the existing safety record;
- whether the state highway is existing or proposed;
- the numbers and specific needs of cyclists and pedestrians;
- available and prioritised funding; and
- the approach taken by the relevant local authorities.

The following table provides an indication of the types of treatments that may be applied in different situations. The matrix reflects the approach in Transit's National State Highway Strategy of categorising state highways by their primary purpose and the surrounding environment and adopting a context-sensitive management style.

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	URBAN (generally 50 – 70km/h in built up urban areas and including motorways and expressways at higher speeds)	PERI-URBAN (generally 70 – 100km/h areas on the outskirts of urban areas)	RURAL (generally 100 km/h)
<p>National State Highways <i>(Connect places of national significance such as cities of over 30,000 population. Facilitate long distance inter-regional movement. Carry at least 400 HCV or 10,000 vehicles per day for more than two-thirds their length, or are motorways).</i></p> <p>General provisions for <u>all</u> National State Highways <i>(note also specific provisions below for: motorways, four lane state highways and expressways and three lane state highways)</i></p>	<ul style="list-style-type: none"> • Recognise the importance of cycling and walking in urban areas and provide appropriate infrastructure based on funding priorities in new capital projects and through maintenance activities, especially where the state highway is part of the most appropriate route or safety or ‘pinch point’ concerns exist. • Ensure safe and accessible crossing points are provided for pedestrians and cyclists in conjunction with the relevant local authority. • Ensure all cycling and walking facilities are maintained to a high standard • Work closely with local authorities to achieve integration with local cycling and walking networks. • Work with local authorities to plan safer alternative non-state highway routes or facilities for cyclists and pedestrians where appropriate. 	<ul style="list-style-type: none"> • Recognise the role of cycling and walking in peri-urban areas and provide wider sealed shoulders in new construction and in maintenance activities. • Remedy black spots and pinch points with appropriate infrastructure improvements, such as bridge clip-ons or traffic/safety management devices, such as signage. • Review cycling and walking facilities on bridges and mitigate safety issues where appropriate with infrastructure or traffic/safety management devices. • Review pedestrian and cyclist crossing points and mitigate safety issues. 	<ul style="list-style-type: none"> • Provide wider sealed shoulders in new construction and in maintenance activities where demand requires. • Remedy black spots and pinch points with appropriate infrastructure improvements or traffic/safety management devices. • Review cycling and walking facilities on bridges and where appropriate mitigate safety issues.

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<i>(i) Motorways</i>	<ul style="list-style-type: none"> • For existing and planned motorways where designations exist, continue exclusion of cyclists and pedestrians as per Transit New Zealand Act except where cycling infrastructure has been included in planning. • For proposed motorways seek designations that allow for cyclist facilities to be included in the motorway corridor and, where appropriate and cost effective, provide separate facilities for cyclists in the corridor but noting that the Transit Act prohibits pedestrians on motorways. • See also the <i>General Provisions for National State Highways</i> above 	<ul style="list-style-type: none"> • For existing and planned motorways where designations exist, continue exclusion of cyclists and pedestrians as per Transit New Zealand Act except where cycling infrastructure has been included in planning. • For proposed motorways seek designations that allow for cyclist facilities to be included in the motorway corridor and, where appropriate and cost effective, provide separate facilities for cyclists in the corridor but noting that the Transit Act prohibits pedestrians on motorways. • See also the <i>General Provisions for National State Highways</i> above 	<ul style="list-style-type: none"> • For existing and planned motorways where designations exist, continue exclusion of cyclists and pedestrians as per Transit New Zealand Act except where cycling infrastructure has been included in planning. • For proposed motorways seek designations that allow for cyclist facilities to be included in the motorway corridor and, where appropriate and cost effective, provide separate facilities for cyclists in the corridor but noting that the Transit Act prohibits pedestrians on motorways. • See also the <i>General Provisions for National State Highways</i> above

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<i>(ii) Four lane state highways including expressways</i>	<ul style="list-style-type: none"> • For existing and planned four lane state highways and expressways where designations exist, provide appropriate infrastructure in any new improvements and through maintenance activities taking into account funding priorities e.g. wide sealed shoulders or separate facilities, especially where the state highway is the most appropriate route or safety or ‘pinch point’ concerns exist. • For proposed four lane state highways and expressways, seek designations that allow for cyclist and pedestrian facilities to be incorporated if appropriate and taking into account funding priorities e.g. via wide sealed shoulders or separate facilities in the state highway corridor. • See also the <i>General Provisions for National State Highways</i> above 	<ul style="list-style-type: none"> • For existing and planned four lane state highways and expressways where designations exist, provide appropriate infrastructure in any new improvements and through maintenance activities taking into account funding priorities e.g. wide sealed shoulders or separate facilities, especially where the state highway is the most appropriate route or safety or ‘pinch point’ concerns exist. • For proposed four lane state highways and expressways, seek designations that allow for cyclist and pedestrian facilities to be incorporated if appropriate and taking into account funding priorities e.g. via wide sealed shoulders or separate facilities in the state highway corridor. • See also the <i>General Provisions for National State Highways</i> above 	<ul style="list-style-type: none"> • Refer to the <i>General Provisions for National State Highways</i> above

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<i>(iii) Three lane (2 + 1) state highways</i>	<ul style="list-style-type: none"> • For existing and planned three lane state highways where designations exist, provide appropriate, cost effective infrastructure in any new improvements and through maintenance activities e.g. wide sealed shoulders or separate facilities. • For proposed three-lane state highways seek designations that allow for cyclist and pedestrian facilities to be incorporated if appropriate e.g. via wide sealed shoulders or separate facilities in the state highway reserve. • See also the <i>General Provisions for National State Highways</i> above 	<ul style="list-style-type: none"> • For existing and planned three lane state highways where designations exist, provide appropriate, cost effective infrastructure in any new improvements and through maintenance activities e.g. wide sealed shoulders or separate facilities. • For proposed three-lane state highways seek designations that allow for cyclist and pedestrian facilities to be incorporated if appropriate e.g. via wide sealed shoulders or separate facilities in the state highway reserve. • See also the <i>General Provisions for National State Highways</i> above 	<ul style="list-style-type: none"> • Refer to the <i>General Provisions for National State Highways</i> above
<i>(iv) Two lane state highways</i>	<ul style="list-style-type: none"> • See <i>General Provisions for National State Highways</i> above 	<ul style="list-style-type: none"> • See <i>General Provision for National State Highways</i> above 	<ul style="list-style-type: none"> • See <i>General Provisions for National State Highways</i> above

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<p>Regional State Highways <i>(Connect territorial regions and places of regional significance such as tourist destinations. Carry 100-400 HCV or 1000-10,000 vehicles per day, or SHs with particular strategic regional function).</i></p> <p>General Provisions for <u>all</u> Regional State Highways <i>(note also specific provisions below for three lane regional state highways)</i></p>	<ul style="list-style-type: none"> • Recognise the role of walking and cycling in urban areas and taking into account funding priorities, provide appropriate infrastructure for pedestrians and cyclists in new projects and through maintenance activities, especially where the state highway is part of the most appropriate route and/or specific safety or ‘pinch point’ concerns exist. • Ensure safe and accessible crossing points are provided for pedestrians and cyclists in conjunction with the relevant local authority. • Ensure all cycling and walking facilities are maintained to a high standard. • Work closely with local authorities to ensure integration with local cycling and walking networks. • Work with local authorities to plan safer alternative non-state highway routes or facilities for cyclists and pedestrians where appropriate. 	<ul style="list-style-type: none"> • Provide wider sealed shoulders in new construction and in maintenance activities. • Remedy black spots and pinch points with appropriate improvement works, such as bridge clip-ons or signage. • Review cycling and walking facilities on bridges and mitigate safety issues. • Review pedestrian and cyclist crossing points and mitigate safety issues with infrastructure or traffic/safety management devices. 	<ul style="list-style-type: none"> • Provide wider sealed shoulders in new construction and in maintenance activities where demand requires. • Remedy black spots and pinch points with appropriate improvements such as infrastructure works or traffic/safety management devices. • Review cycling and walking facilities on bridges and mitigate safety issues.

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<i>(i) Three lane (2 + 1) state highways</i>	<ul style="list-style-type: none"> • For existing and planned three-lane state highways where designations exist, provide appropriate infrastructure in any new improvements and through maintenance activities taking into account funding priorities e.g. wide sealed shoulders or separate facilities. • For proposed three-lane state highways seek designations that allow for cyclist and pedestrian facilities to be incorporated if appropriate e.g. via wide sealed shoulders or separate facilities in the state highway corridor. • See also the <i>General Provisions for Regional State Highways</i> above. 	<ul style="list-style-type: none"> • For existing and planned three-lane state highways where designations exist, provide appropriate infrastructure in any new improvements and through maintenance activities taking into account funding priorities. • For proposed three-lane state highways seek designations that allow for cyclist and pedestrian facilities to be incorporated if appropriate. • See also the <i>General Provisions for Regional State Highways</i> above. 	<ul style="list-style-type: none"> • Refer to the <i>General Provisions for Regional State Highways</i> above.

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<p>Sub-Regional State Highways <i>(Connect territorial districts and places of district significance and serve as feeder routes to the wider state highway network.)</i></p>	<ul style="list-style-type: none"> • Generally all road users share the road, however consider providing and maintaining wider sealed shoulders to accommodate walking and cycling needs where this is consistent with local authority objectives. • Maintain facilities to a high standard where provided. • Remedy cycling or walking black spots or pinch points with improvement works. • Review pedestrian and cyclist crossing points and mitigate safety issues. 	<ul style="list-style-type: none"> • Generally all road users share the road, however consider providing and maintaining wider sealed shoulders where this is consistent with local authority objectives. • Liaise with local authorities to encourage consistent outcomes across the network. • Remedy black spots and pinch points with improvement works or traffic/safety management devices, such as signage. 	<ul style="list-style-type: none"> • All road users share the road. • Remedy black spots and pinch points with appropriate, cost effective treatments.