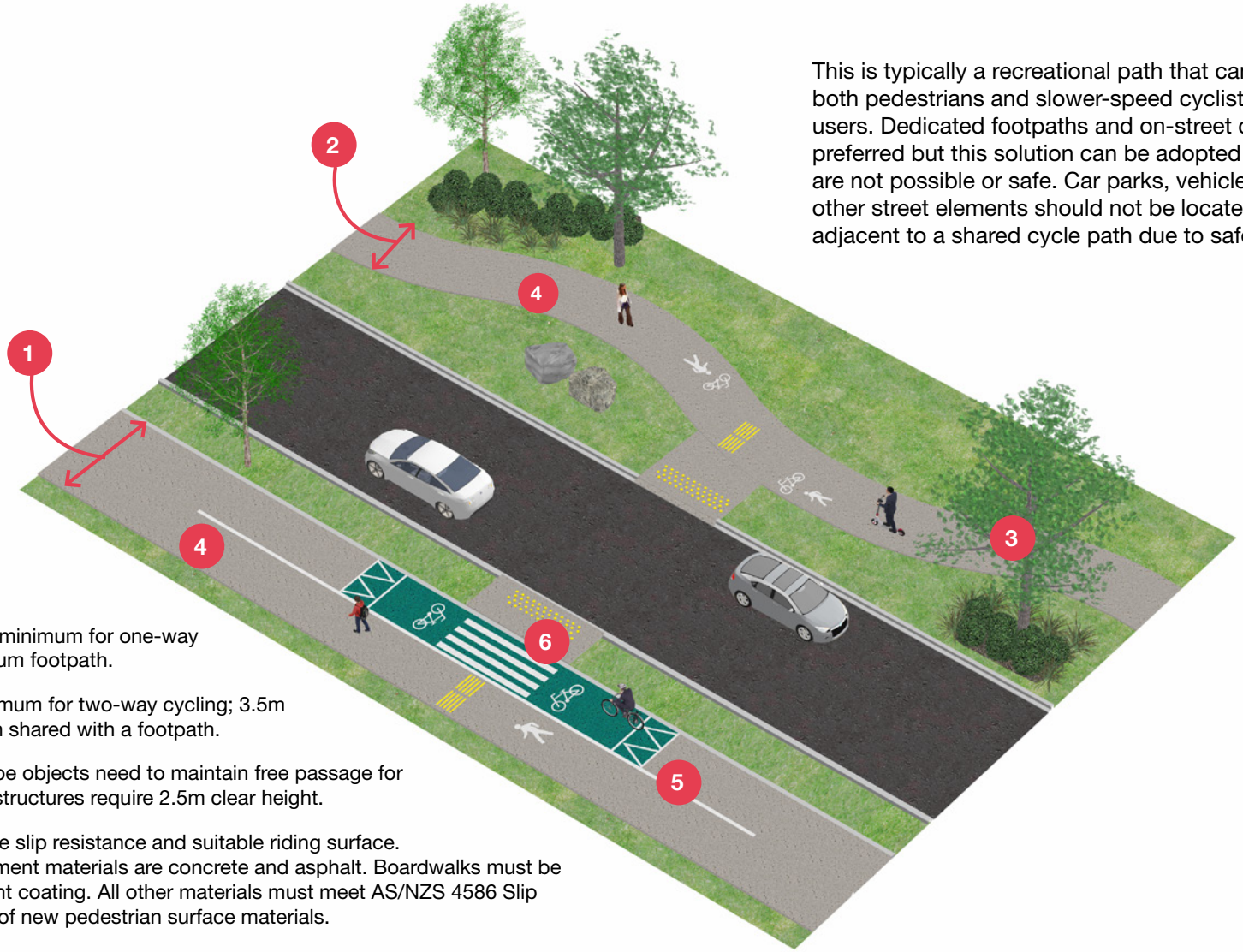


This is typically a recreational path that can cater to both pedestrians and slower-speed cyclists and other users. Dedicated footpaths and on-street cycle lanes are preferred but this solution can be adopted if on-street lanes are not possible or safe. Car parks, vehicle crossings and other street elements should not be located immediately adjacent to a shared cycle path due to safety issues.

1. When segregated; 1.5m minimum for one-way cycling plus 1.5m minimum footpath.
2. When shared; 2.5m minimum for two-way cycling; 3.5m for busier routes or when shared with a footpath.
3. Trees and other landscape objects need to maintain free passage for cyclists. Tree limbs and structures require 2.5m clear height.
4. Pavement type to provide slip resistance and suitable riding surface. Councils preferred pavement materials are concrete and asphalt. Boardwalks must be covered with slip resistant coating. All other materials must meet AS/NZS 4586 Slip resistance classification of new pedestrian surface materials.
5. Clear markings and signage is to be provided at intersections and at vehicle crossings.
6. Drop kerb or pram crossings are required every 100m.

Note: Foot, cycle and combined path width refer to a clear, unobstructed path width.

Cycling elements

Combined pedestrian and cycle path

Infrastructure Development Code
Street Design Diagrams

D115

June 2021 | **Version 1**

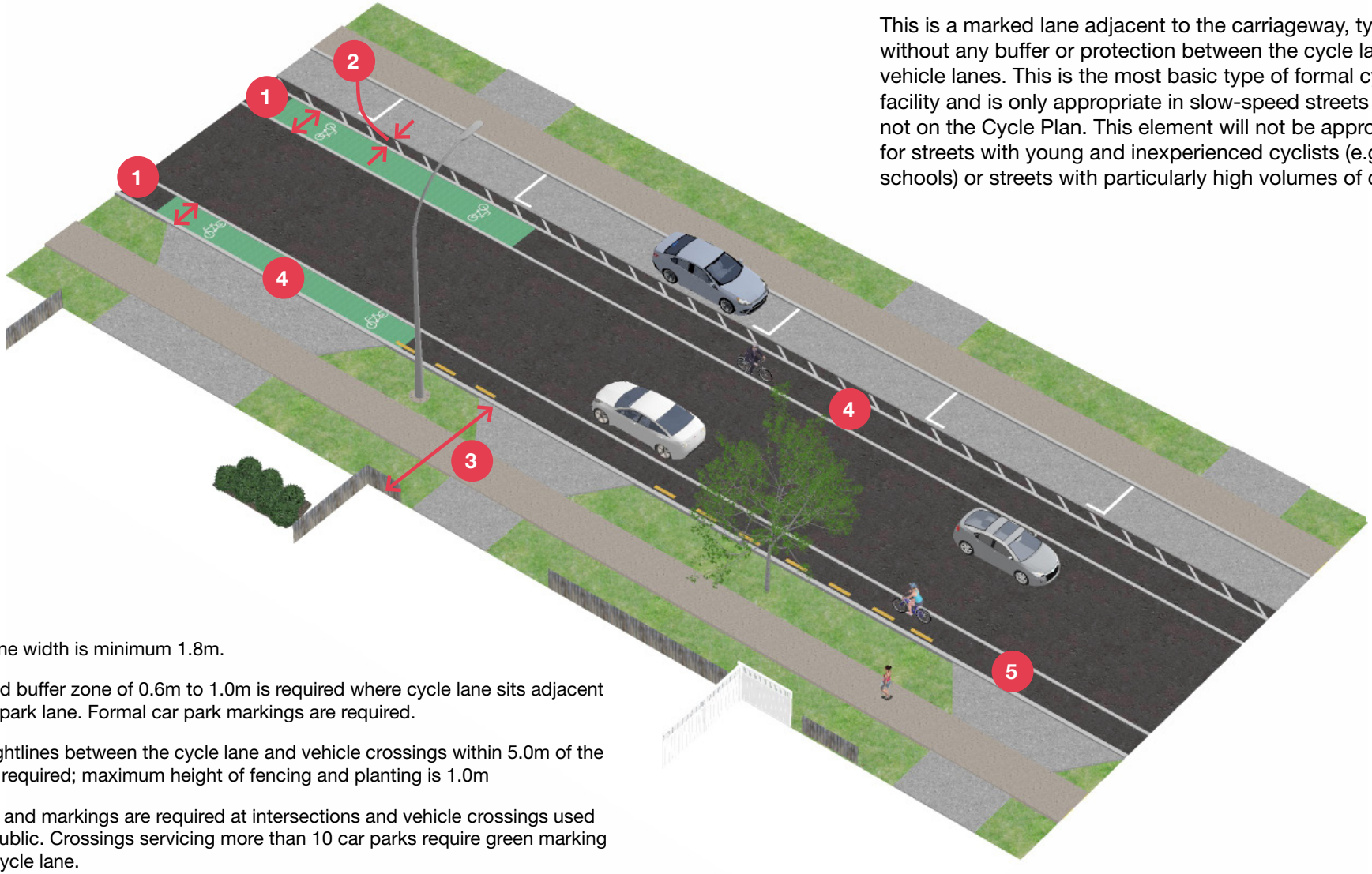
Tauranga City

In this element, cyclists share the vehicular roadspace with other traffic. A slow and quiet street is required for this to be a safe option. Bus routes and heavy freight routes are not appropriate to combine with this design element. Short block lengths (300m maximum, but optimum 150m) will ensure that cyclists do not hold up other traffic for significant lengths of time.

1. Vehicle design speed should be no more than 30km/h. Traffic calming is required.
2. Sharrow markings should be added if the route is expected to be a popular cycle route. These are to be located at all intersections, pinch points, near car parking and at similar locations and regular intervals.
3. Vehicle crossings require fencing and vegetation within 5.0m of the kerb to be restricted to 1.0m or less in height or visually-open.

Cycling elements

Cyclists sharing the carriageway



This is a marked lane adjacent to the carriageway, typically without any buffer or protection between the cycle lane and vehicle lanes. This is the most basic type of formal cycling facility and is only appropriate in slow-speed streets that are not on the Cycle Plan. This element will not be appropriate for streets with young and inexperienced cyclists (e.g. near schools) or streets with particularly high volumes of cyclists.

1. Cycle lane width is minimum 1.8m.
2. A marked buffer zone of 0.6m to 1.0m is required where cycle lane sits adjacent to a car park lane. Formal car park markings are required.
3. Clear sightlines between the cycle lane and vehicle crossings within 5.0m of the lane are required; maximum height of fencing and planting is 1.0m
4. Signage and markings are required at intersections and vehicle crossings used by the public. Crossings servicing more than 10 car parks require green marking for the cycle lane.
5. Trees within 3.0m of the lane (trunk to edge) should be "cycle-compatible" from the TCC Tree Species Selection List.

Cycling elements

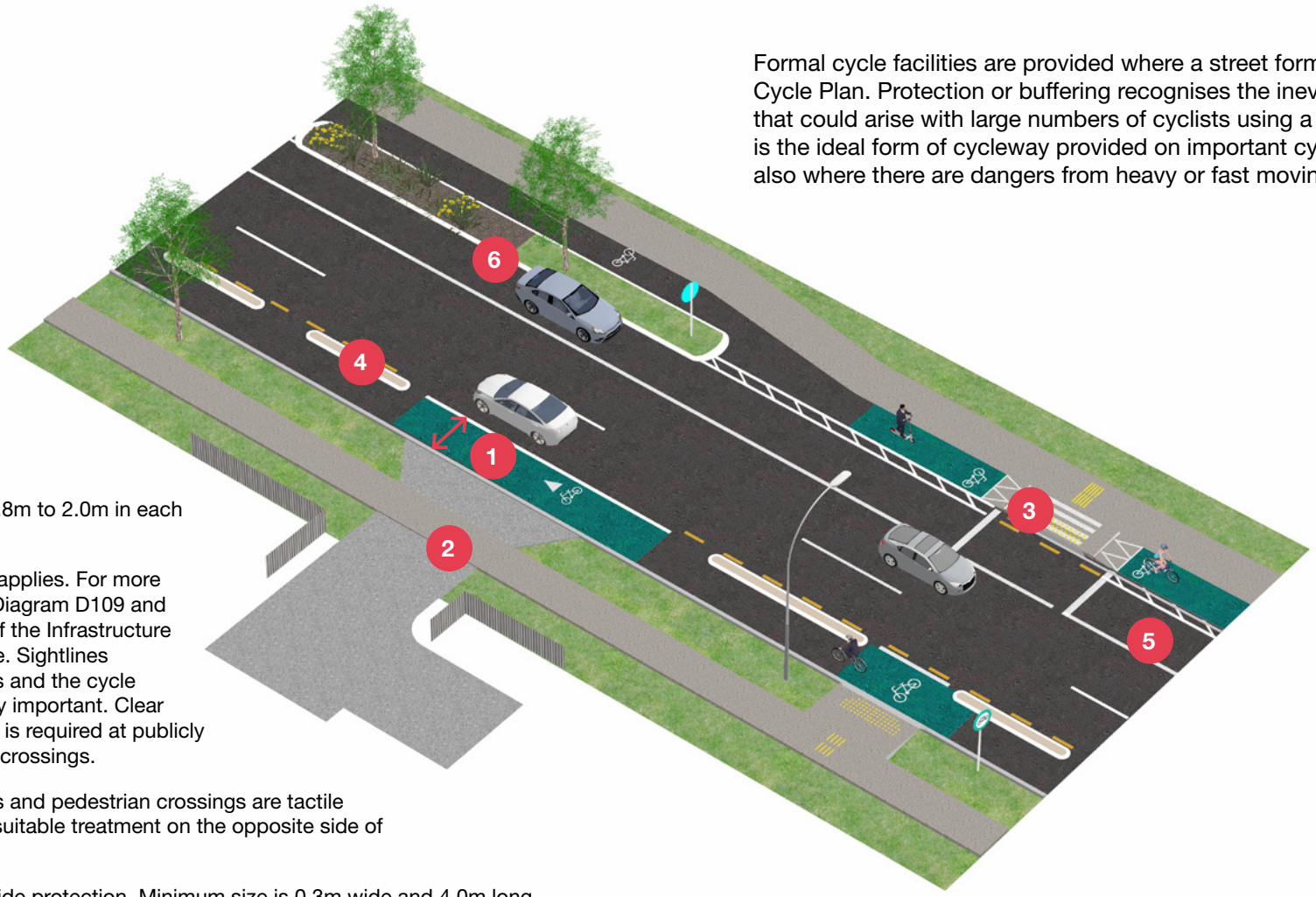
Marked cycle lane

Infrastructure Development Code
Street Design Diagrams

D117

June 2021 | **Version 1**

Tauranga City



Formal cycle facilities are provided where a street forms part of the Cycle Plan. Protection or buffering recognises the inevitable conflict that could arise with large numbers of cyclists using a busy street. This is the ideal form of cycleway provided on important cycling routes and also where there are dangers from heavy or fast moving vehicles.

1. Cycle lane width 1.8m to 2.0m in each direction.
2. Access restriction applies. For more detail see Design Diagram D109 and section DS-4.8.1 of the Infrastructure Development Code. Sightlines between driveways and the cycle lane are particularly important. Clear cycle lane marking is required at publicly accessible vehicle crossings.
3. Footpath crossings and pedestrian crossings are tactile and marked, with suitable treatment on the opposite side of the street.
4. Concrete can provide protection. Minimum size is 0.3m wide and 4.0m long.
5. Formal car parking spaces can provide protection. A car park buffer strip of at least 0.6m wide is required.
6. Grass or vegetation can provide protection. Trees and other structures within 3.0m of the cycle lane require clear space of 2.5m height. Minimum width for vegetated buffer island is 2.5m. Tree species to be selected from the cycle-friendly list (e.g. no falling fruit or similar objects; refer TCC Species Guide).

Cycling elements

Protected or buffered cycle lane

Infrastructure Development Code
Street Design Diagrams

D118

June 2021 | **Version 1**

Tauranga City