





# Marlborough District Council

## Marlborough Walking and Cycling Strategy

June 2010



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# Marlborough District Council – Walking & Cycling Strategy

## Foreword

This document is Marlborough’s second walking and cycling strategy with the first document completed in 2006. Marlborough has long been a walking and cycling town and is a great place for walking and cycling with a favourable climate, relatively low traffic volumes and flat topography. This Strategy builds on our tradition and sets a course for the future.

Much has been achieved over the last four years in walking and cycling improvements, however there are numerous projects yet to be implemented to improve safety, better cater for and encourage walking and cycling.

Recommendations from the recent Urban Design district-wide study include many improvements that relate specifically to walking and cycling. These have been included within the network and action plans along with other proposed projects.

With increasing awareness of finite energy resources and the need for increasing efficiencies, sustainable transport modes are becoming increasingly attractive world-wide.

The percentage of school children and workforce that currently cycle or walk to school or work in Marlborough is considerably higher than the national average and this wants to be retained or indeed increased. This in itself represents significant economic and environmental savings and efficiencies. It also eases traffic and parking congestion and provides health benefits and independence for students. Educating and encouraging safe practices for cyclists and drivers operating around cyclists are considered key components of the Strategy, along with increasing walking and cycle acceptance and awareness.

Cycling and walking are experiencing considerable growth as a preferred option for fitness, recreation and as a tourism activity. Government’s “NZ Cycle Trail Project” and “Walking and Cycling Model Communities Project” are examples of this growth. Our attractive, distinctive and diverse district provides a wide variety of potential routes, tracks and destinations offering a range of walking and cycling opportunities.

This strategy aims to provide a blueprint to meet Marlborough’s walking and cycling needs into the future through best practice facility provision, education and promotion for both locals and its visitors. For more information refer to Council’s website [www.marlborough.govt.nz](http://www.marlborough.govt.nz) or Ph. 520 7400.

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## **Executive Summary**

This is the second Walking/Cycling Strategy document produced by the Marlborough District Council. It covers a 10 year timeframe, from 2010 to 2020, however it is proposed that the network and action plans will be updated more frequently.

## **National Context and Support**

Getting There – by Foot or by Bike 2005 is the National Walking/Cycling Strategy and this document fits within this framework. There are several other national strategies and policies to which this Walking/Cycling Strategy also relates. This Strategy fits under Marlborough's Regional Land Transport Strategy, the Regional Policy Statement and other regional strategies and documents. Walking and cycling can impact on many areas of our lives to provide health and safety benefits, economic benefits for cyclists and community and environmental benefits.

## **What does this Cycling Strategy contain?**

The document is made up of three main parts; the Executive Summary, the main discussion document and appendices which include the network and action plans. A summary of these follows. Council supports all forms of walking and cycling however this strategy primarily focuses on commuter walking and cycling or for recreation or leisure. The network and action plans identify where existing and potential tracks, facilities and projects are proposed and also identifies indicative costs associated with each.

## **Vision and Objectives**

The document's vision is to see:

**"Marlborough's people and visitors walking and cycling for travel, health and enjoyment".**

The vision can be achieved by focusing on three key objectives:

1. Encourage and support people in Marlborough to choose walking and cycling for an active and healthy lifestyle and an improved environment.
2. Develop a safe, convenient, attractive and integrated network for walking and cycling.
3. Ensure that all relevant strategies, policies, plans and practices for Marlborough include and support walking and cycling.

## **Strategic Approach**

There are three basic types of commuter cycle facilities. These being cycle lanes on major roads, locating cycle lanes on lower volume secondary roads or constructing separate cycle paths away from vehicles. In reality a mixture of these is proposed.

## Current Situation

### Commuter Walking and Cycling

Combined travel to work or school figures by both these modes in Marlborough has declined from 30% to 14% between 1986 and 2006, whereas nationally the decline has been from 16% to 9% currently. Compared to the rest of the country Marlborough is well above average for both walking and cycling to school and work.

For urban-based schools survey data suggests walking over recent years has remained relatively steady at 15% while cycling has been declining, although its popularity has increased since 2008 onward.

With increasing popularity, in cycling nation-wide, active cycling clubs, groups and individuals, road cycle training and mountain bikers has significantly increased. Marlborough's iconic Forrest Grape Ride and other events have also had a positive effect.

### Pedestrian and Cycle Crash Data

The number of crashes in Marlborough involving both pedestrians and cyclists appears to be higher than the national average, particularly for cyclists. This can in part be explained by higher than average walking and cycling modal share in Marlborough. However cyclists' crash data comparisons indicate twice the number of cycle crashes on Marlborough's urban roads than the national cycle crash numbers. The crash data suggests that significant efforts need to be made to improve the safety of cyclists in Marlborough. Most accidents appear to take place at roundabouts and intersections therefore this is the area requiring most improvement.

### Facilities

Marlborough currently has satisfactory footpath provision covering most urban areas and pedestrian crossings installed at key locations. The "Access and Mobility Forum" provides valuable feedback to Marlborough Roads and Council on footpaths and accessibility issues, as does the "BikeWalk Marlborough Trust" regarding cycling and walking. No specific on-road cycle facilities currently exist, however most roads are low to medium volume and largely cyclists operate satisfactorily sharing with vehicles. As stated, intersections and roundabouts are where most cycle accidents occur. Some frequently used cycle routes in rural areas require further shoulder widening to improve cyclist safety in these areas and these also need to be given high priority to increase cyclists' safety.

The Taylor River floodway reserve network provides a valuable off-road corridor for walking and cycling and is used by many commuters, particularly school students. Many accessways also exist between urban streets and these are used extensively by pedestrians and cyclists.

Blenheim also boasts the Wither Hills Farm Park providing over 50 kilometres of walking and mountain biking tracks and is located adjacent to the town. A sports cycling valedrome, BMX, mountain bike skills park or pump track have also been proposed by the sports cycling community. A simulated reduced scale road cycle training area has also be suggested, similar to the former facility previously located in Oliver Park.

Victoria Domain and Essons Valley provide Picton with similar walking and mountain biking opportunities. Several townships or business estates are located on state highway or main roads. The rail corridor has been identified as a possible solution to provide alternative off-road cycle routes and shared paths to connect these to Blenheim.

The Queen Charlotte Walking Track is a major tourism attraction for Marlborough and several other Marlborough Sounds tracks provide a range of walking and mountain biking opportunities.

## Proposed Approach and Development - Infrastructure

Development of connected facilities to create an integrated walking/cycling network will better serve the needs of walkers and cyclists. It is proposed to utilise a mix of facilities designed using best practice and relevant design standards and guidelines. Proposed facilities may include:

- Unencumbered high quality footpaths for walkers
- safe crossing facilities for walkers and cyclists
- cycle lanes marked on higher volume roads where alternative paths or routes are not possible
- allocated cycle space at intersections
- off-road cycle paths (often shared with walkers)
- traffic calming on certain roads to reduce vehicle speed
- cycle routes on local roads – signposted but not marked with cycle lanes
- wide paved shoulders for cyclists on high use cycle rural roads and state highways
- off-road paths and/or tracks for commuting and/or recreation or to create linkages
- cycle parking and associated facilities
- Clear signage/wayfinding for both walkers and cyclists
- improvements in surfacing using smaller chip in high use cycle routes
- five main requirements for cycling and walking infrastructure include:
  - coherence
  - directness
  - attractiveness
  - safety
  - comfort

A world authority on 'walking', Rodney Tolley has suggested in his reports, improvements for pedestrian and cycle access and facilities in both Blenheim and Picton and expressed the need for wayfinding in both towns. Special attention needs to be devoted to intersection design and improvements for cyclists. Urban Design Consultants (Urbanism+ Ltd) recommendations include replacing several roundabouts with traffic lights to provide safer traffic flows for cyclists and pedestrians. A signalised pedestrian crossing could also be installed at Nelson Street for school students and Sinclair Street to connect the i-SITE and railway station with the town centre. In reality every road is a potential cycling road and needs to be designed with cyclists' safety in mind:

## **Safety Education and Encouragement**

Road safety messages are conveyed through the New Zealand Police Youth Education Service, the NZTA "Road Sense" programme, through Marlborough Roads.

ACC and Public Health also reinforce road safety and education messages. This includes a range of education services, including cyclist training in schools.

Road safety education is seen as a key component of this strategy and must be aimed at all road users. Several national and local programmes promoting walking and cycling activities are held each year.

## **Funding**

Various funding sources will be used for action plan implementation. This may include a mix of ratepayer funding, government funding through New Zealand Transport Agency and the Land Transport Authority, Public Health agencies, Police, private developers and voluntary community organisations. Council's reserves funding is also used for track development and recreation projects and the various funding sources are identified within the action plan.

It must be noted however that no financial commitment has yet been made to undertake most of these projects and funding will be decided each year as part of the budgeting process for each contributing organisation.

## **Monitoring**

Ongoing monitoring and measurement of key indicators contained within the strategy will be used to evaluate the effectiveness of the strategy and its progress over time.

## 1. Introduction

### 1.1 Why have a Walking and Cycling Strategy?

This strategy has been developed to show what facilities we currently have and what is proposed in Marlborough, to encourage walking and cycling as safe, environmentally friendly, healthy and enjoyable travel and recreation options.

The strategy outlines what we will do to make it easier and safer for people to walk and cycle and gives some background about why this is important for the future of Marlborough. The strategy identifies prioritised implementation, education and promotion initiatives and aims to reflect the public's wishes for walking and cycling provision.

### 1.2 What kinds of walking and cycling are covered?

While Council supports all forms of walking and cycling, the focus of this strategy is on walking and cycling as a form of transport including commuting, leisure and recreation. All roads and footpaths are included. The strategy offers ideas and actions which would make roads more user friendly for walkers and cyclists and ideally make walking or cycling the preferred choice for many of our trips to work or school.

In this strategy "pedestrians" or "walkers" are all people travelling by foot or using a powered wheelchair, mobility scooter or a wheeled means of conveyance propelled by human power (e.g. skateboard) other than a cycle. Thus walking is an activity that must be accessible for a wide range of people of varied physical abilities and mobility levels.

This strategy acknowledges all forms of cycling, including cycling for transport, sports and recreational purposes. Cycling can be facilitated on-road (e.g. with cycle lanes), off-road but within the road corridor (e.g. shared paths adjacent to the road) or off-road and away from the road corridor (e.g. paths through parks or mountain bike tracks).

NZTA funding focuses mainly on transport or on-road commuter cycling. However, this funding can assist in supporting purely recreational off-road activities such as mountain biking, by ensuring there are high quality opportunities for accessing facilities provided for these activities by cycle. There are also other opportunities for funding, for example through Council Parks and Reserves budgets to fund off-road facilities. The basic premise of this strategy is that by encouraging more recreational cycling, more people will be inspired to begin to cycle for transport purposes also.

Recreational cycling activities such as mountain biking, and destination cycling are becoming increasingly popular activities with the potential to attract tourists from overseas and other parts of New Zealand. Studies have shown that cycle tourists stay longer in a region than other tourists and consequently contribute more to the local economy. Marlborough, with its stunning scenery, favourable climate and local attractions, is a prime candidate for cycle tourists. Therefore, this strategy seeks to develop opportunities not only for local cyclists but also for visitors to the region.

A cycling valedrome concept has been promoted by sports cycling representatives along with a BMX and/or mountain bike skills park or pump track.

The base of the Wither Hills mountain bike park has been identified as a potential site for these proposed facilities.

### 1.3 Is there national support for this?

A national walking and cycling strategy was produced in 2005 called "Getting there – on foot, by cycle". The national strategy confirms that central government is committed to promoting active modes of transport. Options for financial support for local projects include funding from the ministries of health and conservation, sport and recreation New Zealand, and transport. Goals for health, physical activity and the environment may all be achieved by putting this strategy into action.

The Government's recent New Zealand Cycle Trail and Walking and Cycling Model Communities initiatives indicate its support of developing infrastructure and promoting cycling in New Zealand.

### 1.4 What is the current situation?

Data in appendix C show that walking and cycling to work in Marlborough have been steadily declining since 1986. Compared to the rest of the country, however, Marlborough has above average mode splits for walking and cycling. Unfortunately, this is also reflected in Marlborough's crash rates for pedestrians and cyclists, which are significantly higher than other similar districts and the overall national average. Severities of crashes involving pedestrians and cyclists are generally worse than severities of motor vehicle only crashes. In short, action must be taken to reverse the decline in levels of walking and cycling and decrease the crash rates involving these vulnerable modes. Anecdotal observations of recreational cycling indicate a significant increase, particularly in road cycling and, to a lesser extent, mountain biking.

Walking and cycling trips in Marlborough are typically centred on the urban areas, particularly in Blenheim. This strategy seeks to strengthen links to major destinations such as schools and colleges, the central business zone, major outlying suburbs such as Riverlands and other places of work. The Taylor River path in Blenheim is an important existing facility that enables such trips.

In a recent study of the existing walking environment in Blenheim<sup>1</sup> it was found that Blenheim has many positive aspects for pedestrians. These include high quality, well-maintained footpaths, signed public toilets, well-designed and placed pedestrian crossings and low-speed motor traffic that co-operates well with pedestrians. Some aspects were identified as adequate but not best practice, including inconsistent provision for people with physical disabilities, inconsistent quality of seating, possible personal security issues and lack of consistent policy regarding street furniture. Issues in need of attention were identified as lack of pedestrian wayfinding aids, hidden walking routes and lack of public art or aesthetic interventions for improving pedestrian spaces.

Proposals have also been made to redevelop Blenheim's Central Business Zone<sup>2</sup>. Suggestions to integrate of land use, transportation and urban design features and include a street network improvements such as road realignments, road extensions, road construction, bridge construction and conversion of the middle section of Market Street (currently one-way) into a two-way street. The report also suggests several walking and cycling improvements, including new crossing provisions (signalised and unsignalised), cycle lane installation, traffic calming measures, speed reductions, ramp connections to riverside paths and safety investigations.

An Access and Mobility Forum was formed by Council in 2002 and has a broad representation from many less physically able groups, service and health providers and government and non government organisations. A significant focus of the forum has been on accessibility around the town centres and within

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<sup>1</sup> Tolley, R. (2009). Improving Walkability in Blenheim. Report for Marlborough District Council.

<sup>2</sup> Urbansim Plus Ltd., Pocock Design: Environment Ltd., Prosperous Places Pty Ltd., Patrick Partners Pty Ltd., TTM Consulting Pty Ltd. (2009). Blenheim Town Centre; A Vision for the Future. Report for Marlborough District Council.

buildings and mobility scooter and wheel chair users. Accessibility maps have also been produced specifically to meet the needs of those less able.

This forum was formed with the aim of becoming a "Barrier Free" district and much progress has been made since its inception in achieving this goal. It works closely with Bike Walk Marlborough and was involved with Rodney Tolley's review of the Blenheim City centre in 2008 which identified several issues that are most relevant. The forum has been an effective method to liaise with these groups and better address their needs and issues.

As a result of Marlborough District Council and Marlborough Roads embarking on the first Marlborough Walking and Cycling Strategy in 2006 the "Bike Walk Marlborough" (BWM) group was formed. BWM incorporated the "Renwick Wine Trail Network Group", which had previously established the initial Renwick and Southern Valleys Wine Cycle Trail route. BWM formed the basis of the Working Group for the strategy, however grew to encompass other cycling and walking advocates and interest groups. It now has over 30 members with representation from cycling and walking/running groups, Public Health, Sport Marlborough, Marlborough Roads, Council and others. Council employs a part time coordinator and meet quarterly.

BWM has since been involved in lodging annual plan submissions, progressing cycle and walking safety, improved facilities and signage, hosting Rodney Tolley, progressing the rail corridor cycle/walk path between Spring Creek and Riverlands and producing "BikeWalk" maps and brochures.

The Bike Walk Marlborough group has Charitable Trust status with 10 Trustees, and became registered to assist with securing additional funding for specific projects.

### **1.5 What sorts of improvements are possible?**

Network improvements like safer road crossings for walkers, cycle lanes, off-road cycle paths and cycle parking are all important. It is also necessary to make sure that people (particularly children) are trained to use the roads safely and that motorists are encouraged to treat walkers and cyclists with care. Safety education and education about the benefits of walking and cycling for all members of the community are a part of this strategy as well. Information about new walking and cycling facilities, as well as wayfinding signs and maps for the public, are important to enable as many people as possible to benefit from these improvements.

### **1.6 Strategy improvements**

The original Marlborough District Council Walking and Cycling Strategy was developed in conjunction with numerous stakeholders and involved a high degree of community consultation. As this is an update of the original strategy the same processes do not need to be undertaken. However, the strategy will be periodically reviewed and therefore any feedback you may have on how to improve it can be taken into account in the next iteration.

### **1.7 Strategy Structure**

Figure 1 shows the structure of the strategy. The strategy has its main content in the first 10 pages. This material provides strong guidance to Council for certain actions and policies. Subsequent material in Appendices A to K helps explain and support the earlier content.

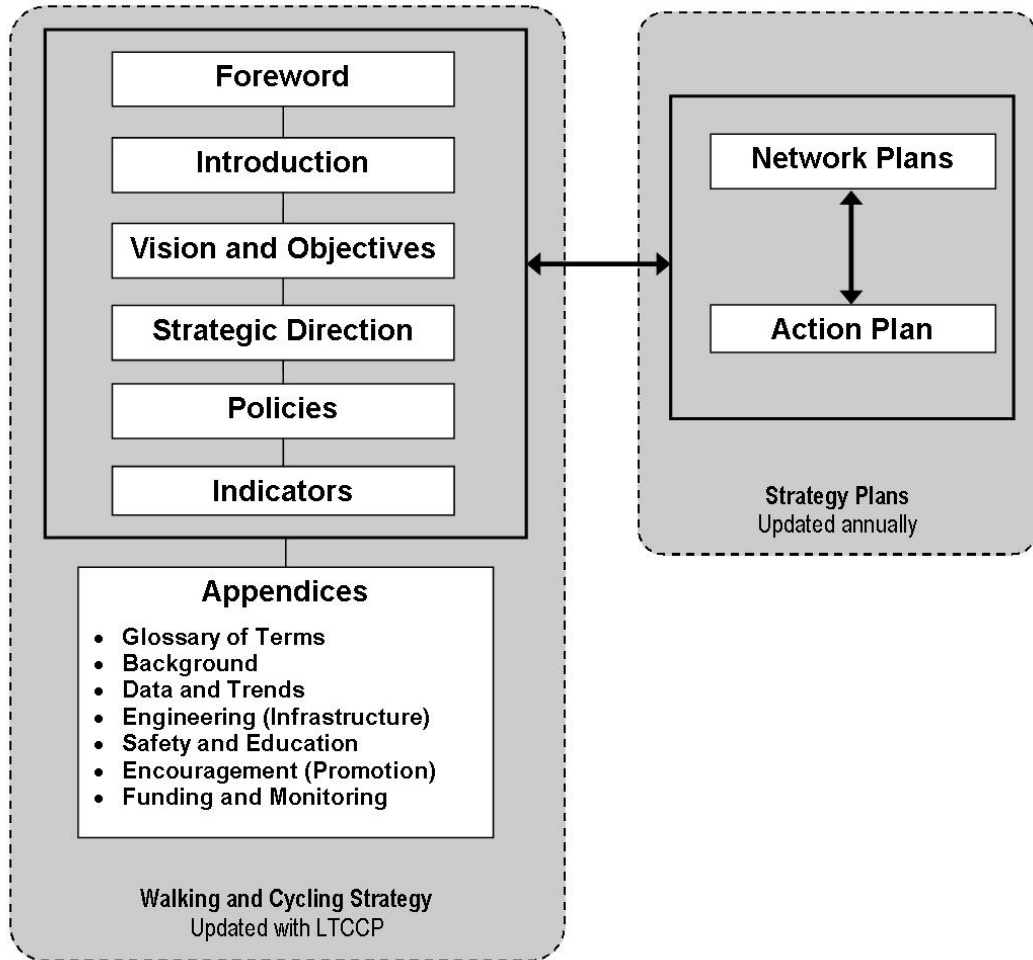


Figure 1: Walking and Cycling Strategy structure

## 2. Vision and Objectives

### 2.1 Vision

The vision of this walking and cycling strategy is:

**Marlborough people and visitors walk and cycle safely  
for travel, health and enjoyment**

### 2.2 Objectives

The vision can be achieved by focusing on three key objectives:

**Objective 1: Encourage and support people in Marlborough to choose walking and cycling for an active, healthy lifestyle and an improved environment.**

**Objective 2: Develop a safe, convenient, attractive and integrated network for walking and cycling**

**Objective 3: Ensure that all relevant strategies, policies, plans and practices for Marlborough include and support walking and cycling**



The goals of *Getting there – on foot, by cycle* (the national walking and cycling strategy) are:

- Community environments and transport systems that support walking and cycling
- More people choosing to walk and cycle, more often
- Improved safety for pedestrians and cyclists

### 3. Strategic Approaches

There are three possible approaches to providing a cycle network considered relevant to the urban areas of Marlborough and affected stakeholders. The first approach allows for a network of cycle lanes on major roads, the second develops a cycle network on roads with lower motor vehicle volumes and the third is the traditional European approach of providing a separate off-road cycle path network. It is necessary to explore these approaches and identify the favoured one before specific policies and action items can be developed. Appendix D discusses the three approaches.

All three approaches support the Marlborough Regional Land Transport Strategy, which states in section 9.4 (Demand Management) that "options that can be encouraged in the region should seek to influence the demand for travel, and in particular, to reduce car trips and to encourage more people to walk, cycle, catch public transport, share car trips, and to work, shop and play locally."

In all reality, a mixture of all approaches will be required. In the centre of Blenheim cycling destinations are often located along major roads, so the major road network approach is much more suitable. Thus discussions have been centred on how the network from the outlying suburbs should connect to the city centre.

Council seminars (with elected and technical members plus external stakeholders) have been conducted to determine the most appropriate method of cycle facility provision for Marlborough. The Blenheim urban design study recommendations from Urbanism + suggest the network outside the central business zone should be mainly developed on local roads with signage and traffic calming measures employed, plus cycle lanes installed on some major road sections with high density traffic.

## 4. Policies

The following policies will be implemented by Marlborough District Council and Marlborough Roads to the extent possible within the constraints of available resources. Every policy should result in at least one action plan item, and every action plan item should help implement at least one policy.

### **Objective 1: Encourage and support people in Marlborough to choose walking and cycling for an active healthy lifestyle and an improved environment.**

- Policy 1.1 Encourage people to walk and cycle for day-to-day trips, tourism, recreation and health.
- Policy 1.2 Actively promote walking and cycling as a, desirable and mainstream mode of transport.
- Policy 1.3 Lead the Marlborough community by example through the Council actively supporting walking and cycling in its day-to-day operation.
- Policy 1.4 Encourage and support community projects and events that increase walking and cycling in day-to-day activities.
- Policy 1.5 Support safety, education and training programmes for walkers, cyclists and motorists.

### **Objective 2: Develop a safe, convenient and attractive integrated travel network for walking and cycling**

- Policy 2.1 Ensure new roads and footpaths, where practicable, are compatible with the needs of all pedestrians and cyclists of all ages and level of ability.
- Policy 2.2 Make existing roads and footpaths compatible with the needs of all pedestrians and cyclists of all ages and levels of ability where practicable within the constraints of available resources.
- Policy 2.3 Ensure that Council's safety management system for roads, such as traffic calming and local area traffic management plans, include the safety needs of walkers and cyclists.
- Policy 2.4 Ensure that new subdivisions provide convenient and attractive linkages for walkers and cyclists through and between subdivisions.
- Policy 2.5 Develop off-road and on-road facilities and links for walking and cycling that help integrate the walking and cycling networks.
- Policy 2.6 Provide walkers and cyclists with good links within and between Marlborough's towns and with surrounding districts.
- Policy 2.7 Expand and enhance Marlborough's existing walking and cycling networks and facilities.
- Policy 2.8 Adopt best practice guidelines and standards for the design, construction and maintenance of all walking and cycling facilities.
- Policy 2.9 Provide wayfinding guidance for walking and cycling route options.

### **Objective 3: Ensure that all strategies, policies, plans and practices for Marlborough include and support walking and cycling**

- Policy 3.1 Ensure that Marlborough District Council planning and other relevant documents are consistent with this strategy.
- Policy 3.2 Ensure to the extent possible that relevant external documents (such as national policy documents and walking and cycling strategies of neighbouring districts) are consistent with this strategy.
- Policy 3.3 Publish, promote, implement, monitor and maintain this strategy.
- Policy 3.4 Retain a Walking and Cycling Working Group to assist in implementing this strategy.
- Policy 3.5 Consider appointing an active transport engineer/advocate/promoter to actively implement, educate and promote active transport options within Marlborough. A dedicated active transport engineer is recommended to be engaged by Marlborough Roads. Urbanism Plus recommendations that relate to walking and cycling and transport network improvements will require ongoing implementation along with other key projects identified below. A dedicated in-house active transport engineer is recommended to deliver these outcomes and to progress active transport initiatives in Marlborough.

## 5. Measuring Progress

The nine targets presented below will be used to determine whether the strategy's vision and objectives have been achieved. To the extent possible, these targets are based on "SMART" principles – i.e. they are specific, measurable, achievable, realistic and time-related. The targets are based on existing data and are, where appropriate, aligned with the NZTS target of 30% of trips using walking and cycling by 2040. The measurable components of the targets are performance indicators which will be used to gauge success.

1. Increase the proportion of commuter trips (as recorded in Census "Travel to Work" data<sup>3</sup>) made by walking from 9% in 2006 to 11% in 2011 and 14% in 2021.
2. Increase the proportion of commuter trips (as recorded in Census "Travel to Work" data<sup>4</sup>) made by cycling from 5% in 2006 to 6% in 2011 and 7% in 2021.
3. Increase the proportion of trips to and from school made by walking and cycling by 1% annually from a 2009 base of 16% by walking and 9% by cycling, and to report annually on progress.
4. Retain or reduce the proportion of pedestrians and cyclists injured in crashes with motor vehicles on Marlborough roads, relative to the total number of casualties, as recorded in the NZ Transport Agency CAS database for the 2004 to 2008 period. (In the 2004 to 2008 period, 1.5% of all casualties were pedestrians and 4.5% were cyclists.)
5. Maintain the proportion of residents who think the quality of footpaths are at least acceptable and to report annually on progress (in 2009, 84% of people thought the footpaths were acceptable or good).
6. Increase by 2% annually the proportion of residents who feel it is safe to ride a bicycle in Marlborough and to report annually on progress (in 2009, 11% of people felt it was safe to cycle).
7. Increase the length of on-street cycle lanes, wide road shoulders or off-street cycle paths by at least 4 km (for example, cycle lanes on both sides of a 2 km stretch of road) each year and to report annually on progress. (In 2008, 7 km of rural seal widening to benefit cyclist was achieved).
8. Remove impediments and improve access for the mobility impaired and to report annually on progress.

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<sup>3</sup> Census data are based on those who travel to work (i.e. excludes those who worked from home or did not travel to work).

<sup>4</sup> Census data are based on those who travel to work (i.e. excludes those who worked from home or did not travel to work).

## 6. Walking and Cycling Network Plan Discussion – Refer Appendix J for Plan

Network plans have been prepared and are included in Appendix J. They show existing facilities for walkers and cyclists (except footpaths, which occur on most urban streets), and proposed facilities which are also to be discussed in the Action Plan. The proposed facilities are only indicative and suggest the optimum facilities and off-road connections however may not be possible.

The network plans will be reviewed and updated periodically, and current versions will be available on Council's web site ([www.marlborough.govt.nz](http://www.marlborough.govt.nz)). Additional "BikeWalk" maps have been created to raise awareness of what paths, access ways and cycle routes are available around the district for both locals and visitors.

Three network plans have been developed to date:

1. Blenheim urban area
2. Blenheim / Renwick area
3. Picton urban area

The network plans do not indicate footpaths but do show paths, accessways and tracks (both existing and proposed). Cycle facilities, proposed lanes and routes (commuter and / or recreational) are also shown.

The proposed facilities incorporate the recent urban design study recommendations and the potential long term optimum scenario for Marlborough. These include cycle lanes along high traffic density sections of Maxwell Road, Seymour and Hutcheson Streets and along Wairau and Waikawa Roads in Picton, signalised pedestrian crossings at high pedestrian intersections or similar facilities are also proposed and although not specifically identified on the network plans, an indicative figure has been included within the Action Plan for funding these.

The shared path along the rail corridor between Riverlands and Spring Creek is a major proposed facility. Currently, State Highway 1 is the primary link between townships north and south of Blenheim and with high vehicle numbers and no footpaths, cycling and walking options are significantly limited. Development of a shared path would provide a safer off-road alternative to those users.

Use of the rail corridor was investigated and a Deed of Grant has almost been finalised with ONTRACK. Funding from NZTA for the construction of the path has not been confirmed at this stage. Written support from local schools and community groups has been received on the proposal and Council approval was given to proceed with this project subject to securing funding. An initial 1 km stage of the path was constructed in 2009 from Blenheim to Aberharts Road using Council's roading budget. It is proposed to construct an unsealed section of track from Blenheim to Alabama Road heading South to keep this project moving and provide an off-road route to Riverlands School children.

If sufficient interest and demand dictates, a potential site for a further mountain bike track development in Picton would be in Victoria Domain or at Boons Valley.

Network Plans – Refer Appendix J:



## 7. Action Plan Discussion – Refer Appendix K for Plans

A number of projects have been suggested by the working group or requested by members of the public and interested groups. They are described in the 10 Year Action Plan on the following pages, and grouped according to the objective to which they most closely relate. **However, no financial commitment has yet been made to undertake most of the projects.** Projects identified will be investigated further by Marlborough District Council, NZ Transport Agency, the Road Safety Committee and others, with a view to selective implementation progressively from the 2010/11 financial year. Specific consultation for each project prior to implementation will take place as required.

Its content will ultimately be included (and updated) in the LTCCP. The Action Plan will be updated regularly, and the latest version will be available on Council's web site ([www.marlborough.govt.nz](http://www.marlborough.govt.nz)).



Action Plan – Refer Appendix K:

## Appendix A: Glossary of Terms

<b>Accessible</b>	Able to be reached by any member of the community (including those with mobility, sensory or cognitive disabilities) within an acceptable amount of time, money and effort
<b>Action Plan</b>	Programme of proposed walking and cycling projects and activities
<b>Annual Plan</b>	This document sets out the levels of service and levels of funding relating to the annual plan year and discloses any variations to what is in the LTCCP.
<b>Bicycle</b>	A cycle with two wheels (see cycle).
<b>BWM</b>	The Bike Walk Marlborough group formed the basis of the Working Group for the original strategy.
<b>Cycle</b>	A vehicle designed to be propelled solely by the muscular energy of its driver(s) through pedalling.
<b>Cycle facility</b>	A facility especially constructed for cyclists, this includes on-road cycle lanes and off-road cycle paths or shared paths.
<b>Cycle lane</b>	Part of a roadway allocated specifically for cycle use but which may occasionally be used by motor vehicles for turning at intersections or driveways or manoeuvring into parking spaces.
<b>Cycle network</b>	A network of cycle routes represented on a publicly available plan.
<b>Cycle path</b>	A physically separated path for cycles to which motor vehicles do not have access, where they are shared paths walkers may also use them.
<b>Cycle route</b>	A recommended route for cyclists comprising cycle lanes, cycle paths, signposting, pavement markings or other walking and cycling facilities.
<b>Cyclist</b>	A person riding a cycle.
<b>Footpath</b>	A path for use by walkers and others (see "walker").
<b>LTCCP</b>	Long Term Council Community Plan – A ten year planning document required for each local authority under the Local Government Act (2002)
<b>MDC</b>	Marlborough District Council
<b>Network plan</b>	Plan of existing and proposed walking and cycling facilities
<b>NZ Transport Agency (NZTA)</b>	Transport agency responsible primarily for road safety, state highways and transport funding in new Zealand since August 2008. The agency has resulted from the merger of Transit New Zealand and Land Transport New Zealand
<b>Pedestrian</b>	Any person on foot or who is using a powered wheelchair or mobility scooter or a wheeled means of conveyance propelled by human power, other than cycle. (As defined in the Pedestrian Planning and Design Guide, NZTA, 2007)
<b>RLTS</b>	MDC's Regional Land Transport Strategy 2001-2006
<b>Shared path</b>	A physically separated path for walkers and cyclists to which motor vehicles do not have access.
<b>Track</b>	An off-road path used by walkers and/or cyclists but not motor vehicles.
<b>Transit</b>	Transit New Zealand merged with Land Transport NZ to form the NZ Transport Agency in August 2008. Prior to the merger it was this agency responsible for New Zealand's state highway network.
<b>Walker</b>	See "pedestrian". In general, the term "walker" is preferred in this document.
<b>Walking</b>	The act of self-propelling along route, whether is on foot or on small wheels, or with aids. (As defined in the Pedestrian Planning and Design Guide, NZTA, 2007)
<b>Walkway</b>	An off-road path exclusively for walkers.

## Appendix B: Background

### B.1. Policy Context

#### B.1.1. National

The *New Zealand Transport Strategy* (NZTS) is the government document that provides direction for the transport sector. The document was updated in 2008 and sets objectives and targets for the period from 2008 to 2040. It is required that all other transportation related strategies are aligned with the NZTS.

The NZTS suggests a target of 30% for walking and cycling (all trips, not just trips to work) by 2040, although intermediate targets for the short term are not specified. The *Government Policy Statement on Land Transport Funding 2009/10-2018/19* sets a short term target of a 1% increase per annum in the number of trips made by walking and cycling in order to stabilise the current rate of decline<sup>5</sup>. These targets are specified for urban areas.

The Government ratified the Kyoto Protocol in December 2002, with discussions regarding its renewal (in 2012) due to occur later in 2009. The Government's goal is that New Zealand should have made significant greenhouse gas reductions on "business as usual" and be set towards a permanent downward path for total emissions by 2012.

Increased levels of walking and cycling will help New Zealand meet its obligations under the Kyoto Protocol, resulting in more sustainable communities and improving the quality of life, particularly in our towns and cities. Walking and cycling are practical forms of transport that encourage healthier lifestyles.

The NZ Walking and Cycling Strategy "Getting there – on foot, by cycle" (Ministry of Transport, February 2005) provides substantial support for walking and cycling. As noted in the foreword by the Hon. Pete Hodgson, Minister of Transport, the document "sets out a strategy to advance walking and cycling in New Zealand Transport ... and (ensure) that people walk and cycle more as part of their transport mix".

#### B.1.2. Regional

The Marlborough Regional Land Transport Strategy (RLTS) 2006-2010 supports walking and cycling. It includes the specific objective to "provide appropriate facilities for pedestrians, cyclists and mobility users" along with several policies relating to walkers and cyclists supporting that and other objectives.

At each review of the RLTS, the needs of walkers and cyclists will be considered and amendments to the RLTS made as appropriate.

#### B.1.3. Local/District Policies and Initiatives

The Regional Policy Statement and Marlborough Resource Management Plan (RMP) and Long Term Council Community Plan (LTCCP) are currently being reviewed and will identify issues and projects important to walking and cycling. At each review of these plans, the needs of walkers and cyclists will be considered and amendments made as appropriate.

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<sup>5</sup> Note that an x% increase in the number of walking and cycling trips will not achieve the same increase in total trips as an x% increase in walking and cycling mode share due to the effects of population growth rates.

## B.2. Challenges

Many people do not cycle; there are many reasons given for this. Some examples are: the distances are too great; a car is needed because other people or goods have to be transported; the weather or hills are a concern; helmets interfere with hair styles; or dress standards do not allow cycling.

Yet in Marlborough, there are still many people who do choose to cycle despite these apparent reasons for not doing so. For them, the challenges of cycling concern not the weather or other reasons, but the existing traffic conditions they experience every day on the roads.

Similarly, many people walk very rarely for transport or leisure. The reasons for not walking are likely to be as varied as they are for not cycling.

This walking and cycling strategy aims to help overcome these challenges so that walking and cycling experience resurgence in popularity.

## B.3. Opportunities for Walking and Cycling

### 1. Individual Benefits

Individuals derive benefits from walking and cycling in many ways:

- Convenient door to door access without parking hassles,
- Improved mental and physical health and fitness – evidence suggests that the health benefits of cycling outweigh the associated risks;
- Increased independence, particularly for school students;
- Access to transport which is much cheaper to own and operate than a car; and
- Increased opportunities to observe, experience and enjoy the scenery and environment.

### 2. Transport System Benefits

Walking and cycling have many advantages for our transport system:

- They can reduce costs for provision of parking facilities;
- They can reduce the number of trips made by cars, thereby reducing congestion and freeing up road space for essential motor vehicle trips;
- Cycles can move large numbers of people relatively quickly and conveniently over moderate distances; and
- Because our population is spread over a wide geographical area, public transport is unlikely to be a significant transport option, leaving opportunities for walking and cycling to fill this void.

### 3. Economic Benefits

Walking and cycling contribute to the local economy in a number of ways. In particular, they attract both local residents and visitors with money to spend on food, refreshments, entertainment and accommodation. Equipment retailers also benefit from the presence of walkers and cyclists.

Tourists have even more to offer, typically spending more per person per day than local people. Cycle tourists (who often travel only as far in a day as motorists do in an hour) are simply around longer and have more time to spend their money in our community. Walkers can spend even longer in our communities.

Walking and cycling events can bring in significant revenue to the community. The “Grape Ride”, for example, is a well-attended cycling event with participants coming from near and far. These sorts of events

can be assisted by a comprehensive walking and cycling strategy (including the identification and development of specific facilities) that helps organisers plan and manage their events.

#### 4. Community Benefits

The presence of walkers and cyclists within an area can contribute to community well-being in a number of ways:

- Greater social interaction amongst neighbours is likely to occur;
- Personal security and crime prevention are enhanced with more “eyes on the street”;
- Provision of improved facilities for cyclists can also improve the amenities available to local residents for walking (such as paths through parks);
- Provision of walking and cycling facilities can reduce traffic speeds and volumes in urban areas, improving the quality of life in our towns;
- Walking and cycling can reduce the amount of space we devote to roads and car parking thereby enabling the enhancement of the urban amenity; and
- Provision of walking and cycling facilities promotes civic pride.

#### 5. Environmental Benefits

Walking and cycling improves the quality of our natural environment and minimises environmental impacts:

- Walkers have minimal demands on our environment and resources;
- Cycles are the most energy efficient land transport vehicles;
- Up to 100 times less material is needed to manufacture a cycle than a car;
- Cycles have no effect on our fossil fuel reserves;
- Cycles emit no air pollution, noise pollution or greenhouse gases; and
- Promoting walking and cycling as a means of travel helps to achieve New Zealand's Kyoto Protocol obligations.



## Appendix C: Data and Trends

### C.1. Census Data

Trends emerging from data for Marlborough have been analysed and are shown below. The overall trend in Marlborough from Census statistics is that walking and cycling to work have been steadily declining since 1986. Combined travel to work by these modes has declined from 30% to 14% (nationally the decline over this period has been from 16% to 9%). Cycling to work appears to have declined faster than walking, although it must be remembered that the Census data are based on survey results for a single day and therefore highly susceptible to weather and other external conditions. These data are illustrated in Chart 1 below.

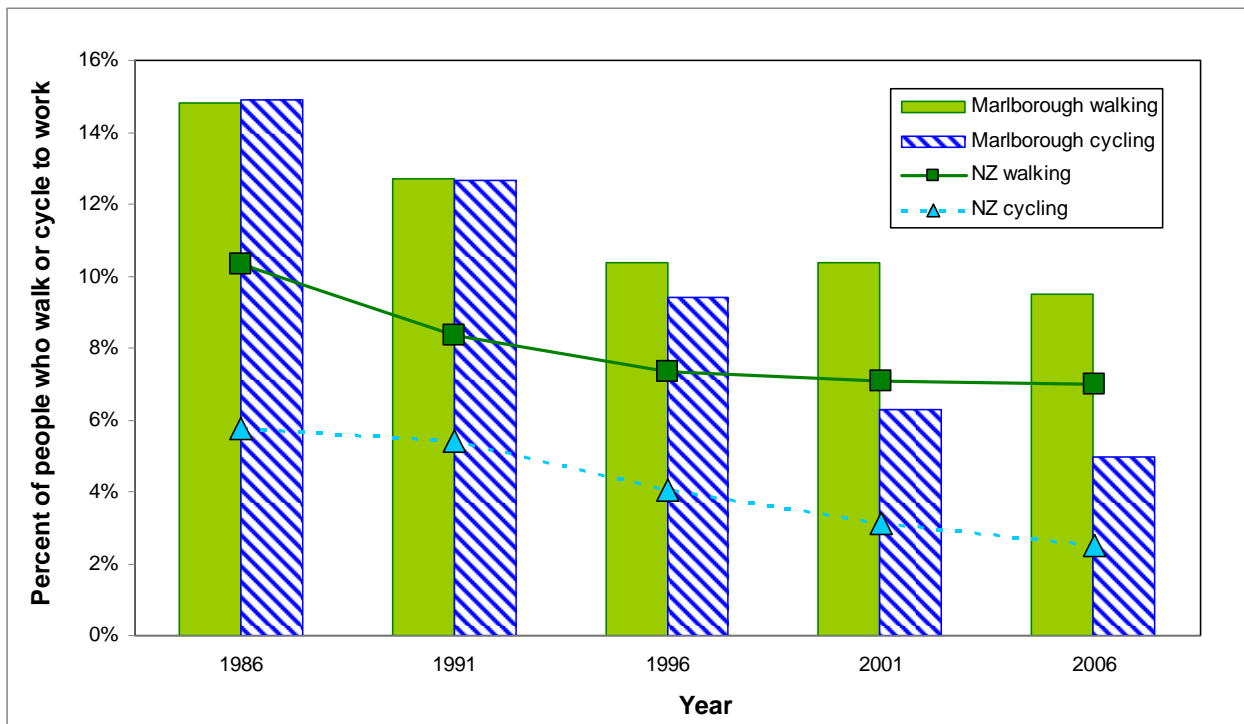


Chart 1: Travel to Work Trends by Walk and Cycle 1986 – 2006

Source: Statistics New Zealand

Note: In this graph a commuter is someone who travels to work; it does not include those who work from home.

No data currently exist on the numbers of recreational walking and cycling trips.

### Walking and Cycling Crash Analysis 2000 – 2009

#### Overall summary – pedestrians and pedal cycle crashes

The New Zealand Transport Agency (NZTA) provides information on road safety to its stakeholders and the public and administers the crash analysis system (CAS) database. This database includes all injury and property damage only crashes provided to NZTA by the NZ Police. The database, however, records only crashes involving motor vehicles and therefore does not include cycle only or cycle-pedestrian crashes. In addition, it is known that many crashes involving motor vehicles, particularly those not resulting in injury, are not reported to Police. Thus cycle crashes in particular have a high level of under-reporting.

The following table shows crashes reported to the New Zealand Police in the Marlborough District involving all pedestrians and cyclists in the 10 year period from 2000 to 2009, most of which occurred in the urban areas.

Table 1: All, pedestrian and cyclist crashes in Marlborough 2000-2009

	Total crashes	Cycle crashes	Pedestrian crashes	% Cycle or pedestrian crashes
2000	272	5	8	5%
2001	303	9	1	3%
2002	387	8	12	5%
2003	345	15	4	6%
2004	378	18	5	6%
2005	398	21	5	7%
2006	412	18	9	7%
2007	420	19	8	6%
2008	386	13	2	4%
2009	370	16	8	6%
	<b>3671</b>	<b>142</b>	<b>62</b>	<b>6%</b>

**Crashes involving pedestrians**

There were 62 pedestrian crashes reported to the Police in Marlborough during the ten year period from 2000 to 2009. Of these crashes, 14 (or 23%) resulted in fatal or serious injuries. Of the 62 pedestrian casualties, six pedestrians were killed; eight seriously injured and 39 received minor injuries.

Pedestrian crashes made up 1.7% of all crashes in Marlborough during the period 1999 to 2008, but accounted for 12% of all fatal crashes and 3% of all serious crashes indicating the vulnerability of pedestrians in road crashes.

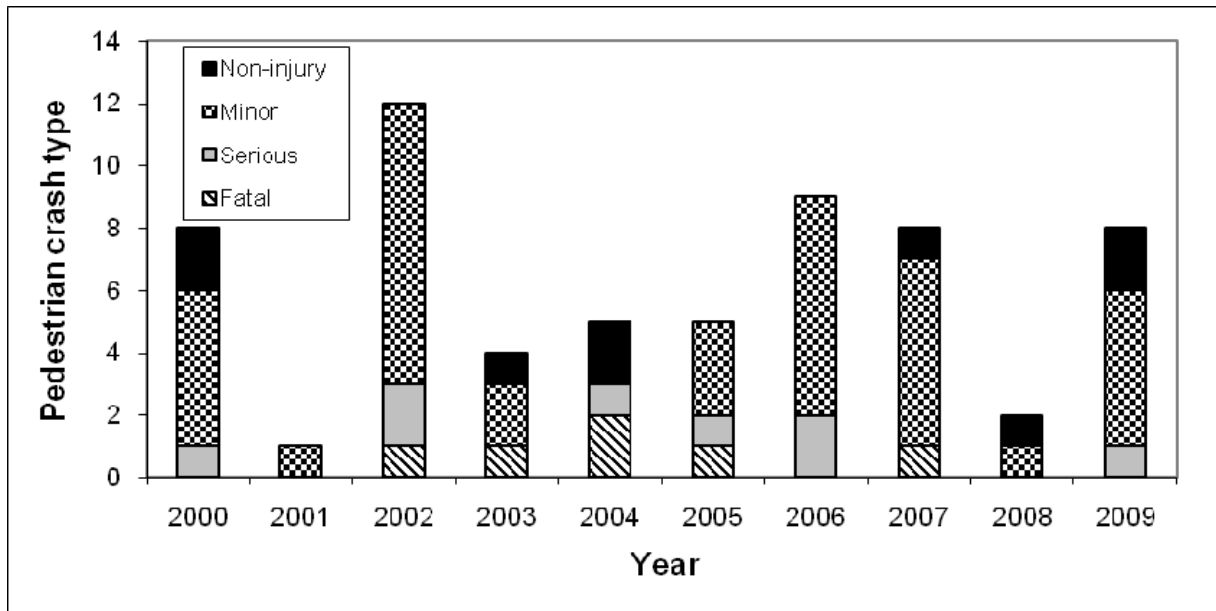


Figure 2: Pedestrian crashes by year and injury for 1999 to 2008

**Crashes involving cyclists**

There was a total of 142 cycle crashes reported to the Police in the Marlborough District during the ten year period from 2000 to 2009. Of these, 28 (or 20%) resulted in fatal or serious injuries. Cycle crashes made up 3.9% of all crashes in Marlborough during this period; they accounted for 2% of fatal crashes and 11% of serious crashes.

Of the cycle crashes, one cyclist was killed, 27 were seriously injured and 90 received minor injuries.

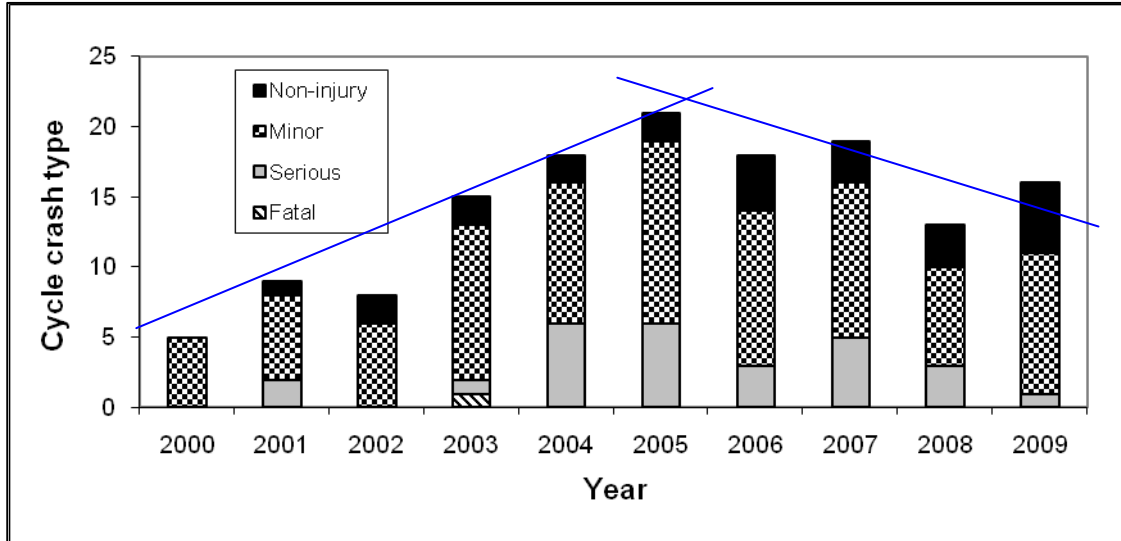


Figure 3: Cycle crashes by year and injury for 1999 to 2008

**Comparisons with other localities**

The following two figures show that Marlborough District has a disproportionately high proportion of cyclist casualties when compared with other similar localities and New Zealand as a whole. This is particularly true for urban roads. Rural roads also display the same trend, although it is less pronounced given the lower levels of cycling on rural roads that result from greater travel distance requirements. Both rural and urban roads are noted to have a statistically different crash proportion compared with both Marlborough's peer group (D) and all of New Zealand.

The observed trend can in part be explained by Marlborough's higher than average cycle mode share. Census journey to work data for 2006 show that 5% of people in Marlborough commuted by cycle; twice as much as the national average of 2.5%. A higher mode share for cyclists unfortunately results in a higher proportion of total crashes. However, as the mode share is still relatively low it is not logical than a doubling in mode share should equate to a doubling in the proportion of total crashes. The crash data comparisons suggest that significant efforts need to be made to improve safety of cycling in Marlborough.

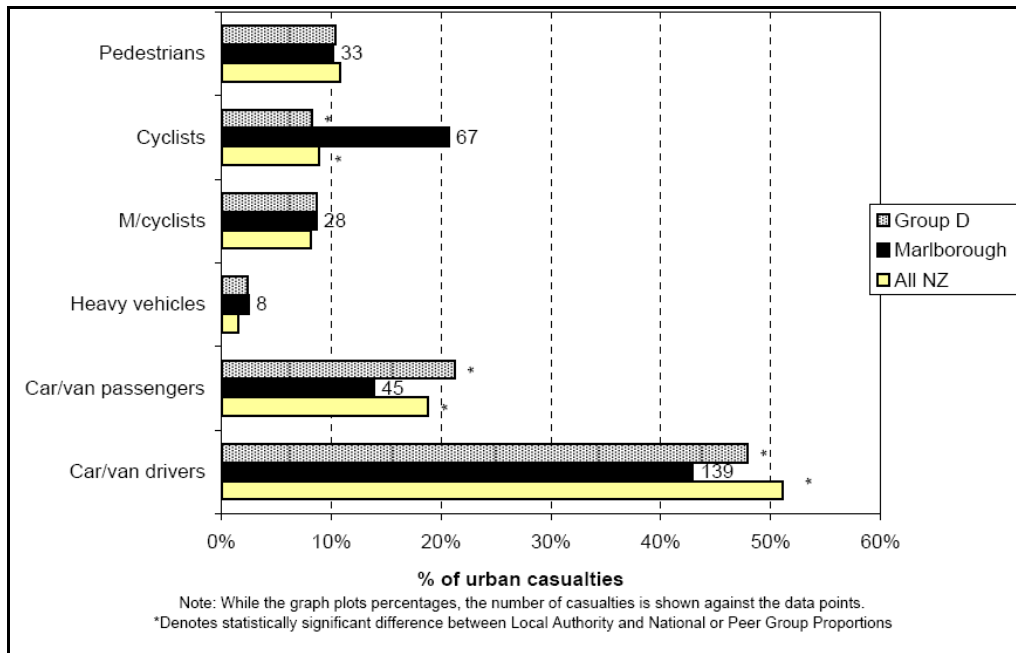


Figure 4: Marlborough District urban road user casualties 2004-2008

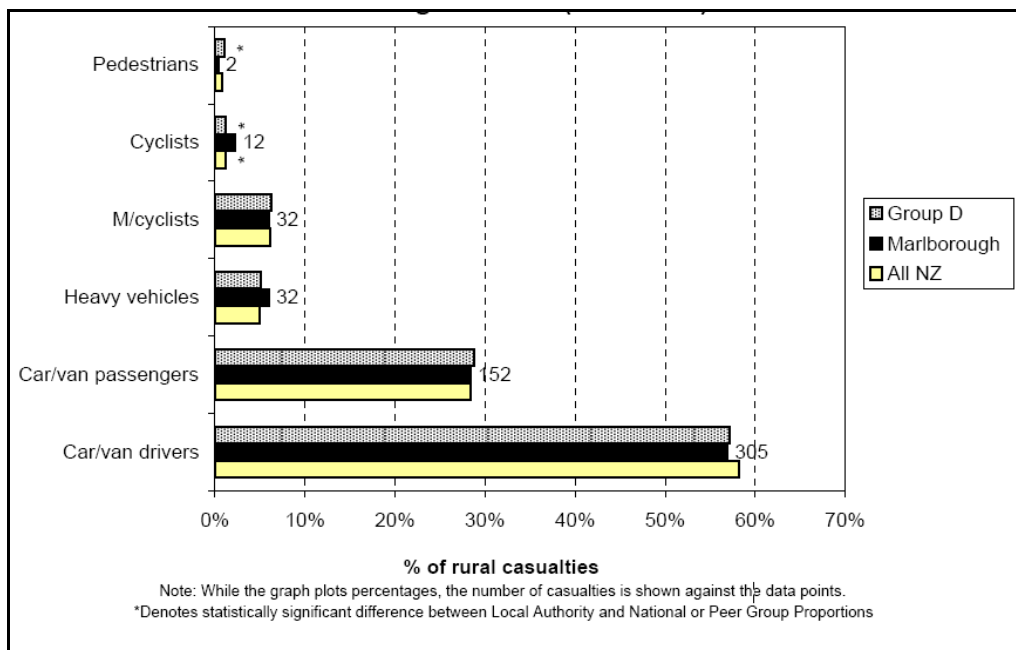


Figure 5: Marlborough District rural road user casualties 2004-2008

### 0800 Cycle Crash

In 2008, Marlborough District Council implemented the 0800 CYCLE CRASH hotline which provides useful supplementary information to that from Police reports and is used to improve cycle safety. Cyclists (or other road users / witnesses) who have been involved in a crash or near miss can call the toll free hotline and report the event. Information is collected regarding the type of incident (whether a near miss or physical crash), injuries sustained, whether the incident was also reported to Police as well as location, date, time, causative factors and environmental conditions. Over time this database will provide a useful indication of areas of concern for cycle safety, particularly because it includes near-misses which are generally not reported to Police and thus increases the sample size.

## C.2. School Walking and Cycling Data

School travel data for nine of the 28 schools in Blenheim have been collected for 2005, 2008 and 2009 and their combined mode shares are presented in Figure 6. (Many other schools have had data collected for one or two of these years but only data from schools with all three years have been analysed for statistical robustness). The sample sizes for 2005, 2008 and 2009 are 677, 714 and 513 respectively.

The proportion of students who walk to school has remained relatively constant over the analysis period. The fluctuations in cycling are somewhat balanced by the fluctuations in bus use. Overall there seems to have been a slight decrease in the number of students who cycle to school.

Note that many schools include in their School Road Safety Policy a safe cycling policy that children under 10 years old do not cycle to school unless accompanied by an adult, in line with national safety recommendations. This is likely to affect the mode split for cycling, not just for children under 10 years old but also older children who by the time they reach 10 years old have formed travel habits.

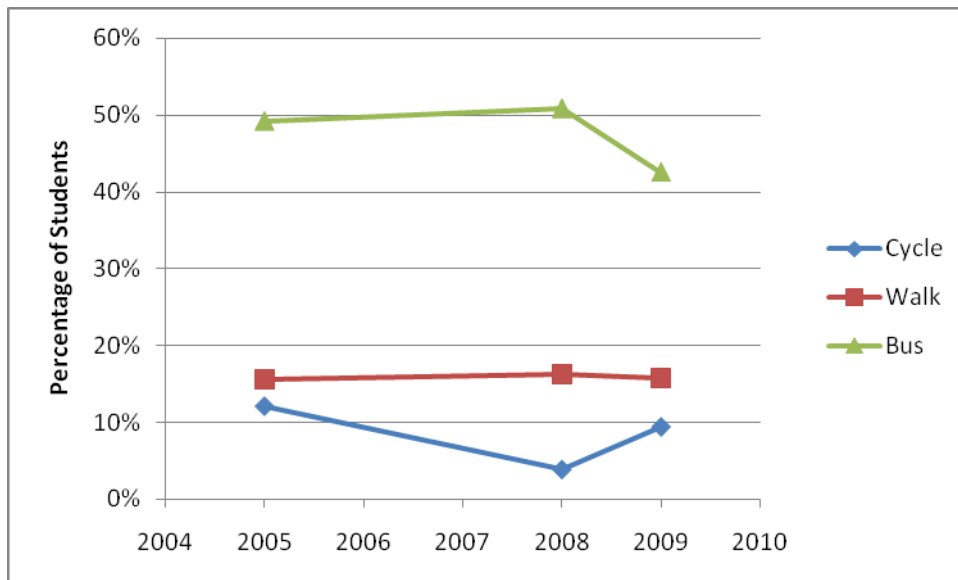


Figure 6: Percentage of students travelling to school by cycling, walking or taking the bus

## Appendix D: Strategic approaches

There are three possible approaches to providing a cycle network considered relevant to the urban areas of Marlborough and affected stakeholders. It is necessary to explore these approaches and identify the favoured one before specific policies and action items can be developed. The first approach allows for a network of cycle lanes on major roads, the second develops a cycle network on roads with lower motor vehicle volumes and the third is the traditional European approach of providing a separate off-road cycle path network.

### D.1. Cycle lanes on major roads

The most common approach in New Zealand is to provide cycle networks that coincide with the main road networks. This generally consists mainly of providing cycle lanes and appropriate intersection treatments on major roads.

There are several benefits to this approach. Much like motorists, many cyclists choose the most direct and quickest route between destinations, which is generally provided by the major road networks. For cyclists, 'direct' also incorporates the concept of not having to stop (thus losing momentum). Using a route that has priority (i.e. the right of way) fulfils this directness criterion.

*From a skill level perspective, this approach supports experienced cyclists, and can support to some extent cyclists with basic competence. It is an unsuitable approach for novice / beginner cyclists. As such, growth in cycling numbers will be limited with such an approach.*

Roads with high motor traffic volumes are generally less safe for cyclists than those with lower motor traffic volumes (due to increased exposure and potential for conflict). Therefore, improving provision for cyclists on high volume roads reduces the variation in safety over the total road network and makes cycle safety more consistent throughout the road network. Enabling cyclists to ride on major roads also gives them the same accessibility options as motorists and therefore improves equality between road users.

On the other hand, mixing with heavy motor traffic can be particularly unattractive for some cyclists, especially those with low levels of confidence or experience. This will mean that some cyclists are not able or willing to use the cycle network provided and will either have to remain on low volume roads, where there is little provision and fewer other cyclists (and hence no "safety in numbers" benefits).

A cycle network approach that focuses on the major road network is most beneficial to commuter cycling, and also supports sports cycling. Neighbourhood, recreation and touring cycling are not well addressed by this approach.

Installing cycle lanes on existing roads often requires a change in road layout. Accommodating cycle lanes on major roads often comes at the expense of parking on one or both sides of the road. This can be a politically sensitive topic as there is often much public opposition to the removal of parking, regardless of the fact that most parking spaces in urban areas where cycle lanes are required rarely have full occupancy all the time.

Another space restraint on major roads occurs at intersections. It is important that cyclists are provided for at intersections as intersections have more conflict points and are therefore inherently less safe than midblock locations. The safety of cyclists is not improved if cycle lanes are provided in the midblock, but not at intersections, and cyclists are then left to their own devices at the most complex parts of the journey. However, major intersections require many lanes and this can limit the opportunities for cycle provision.

One other benefit of cycle lanes, nevertheless, is their marketing effect. Their very presence on arterial roads draws attention to motorists that cyclists are or might be present and that they are legitimate road users. It is an important by-product of the provision of cycle lanes.

## D.2. Cycle provision on local roads

Given the difficulties faced in providing cycle lanes on major roads, it can seem beneficial to instead develop a cycle network on local roads. This has the benefits of lower motor traffic volumes and therefore less interaction between cyclists and motorists and hence higher safety than major roads. Lower traffic volumes and speeds also mean that generally, cycle lanes do not need to be provided and cyclists can share the motor vehicle lanes. The legibility of the network can be achieved by signposting it.

Local roads also provide a more pleasant environment for cyclists, partly due to the lower volumes of motor vehicles, partly due to the lower traffic speeds (in traffic calmed local roads), and partly due to the surroundings that often accompany local roads – houses, parks and landscaping etc.

*From a skill level perspective, this approach supports all levels of cyclists. It can be suitable even for novice / beginner cyclists, and is thus attractive in significantly increasing the number of cyclists.*

However, many of the benefits associated with providing cycle networks on major roads can become disbenefits to providing cycle networks on local roads. Using minor roads means that the routes available to cyclists may not always be the most direct options. Making local roads more direct (e.g. by giving them the priority over side streets) will attract additional car traffic, which in itself decreases the quality of the cycling environment. **Successful local road cycling networks are thus those that provide direct routes with reduced car traffic volumes and reduced speeds.**

Tools that are available for achieving this are paths through parks which motorists can't drive on, road closures to general traffic that keep the route open for walking and cycling (see Figure 7 for an example of a diagonal road closure), or turning restrictions to which cyclists are exempt.



Figure 7: Diagonal road closure example (England)

If local road cycling networks are not supported by those measures, it can result in many cyclists choosing to use the major roads (which they are still within their rights to do) even though the lack of provision can render this less safe than what is possible. Significant efforts in both promotion and accessibility incentives to cyclists on the local road network would need to be offered to ensure most cyclists chose the local road network.

A cycle network approach that focuses on the local road network is most beneficial to neighbourhood and recreation cycling. Commuter cyclists will only want to use the network if it almost as direct as the main

road network (and that includes having the right of way over side streets), which is the biggest challenge in the design of the network. Sports cycling is not addressed by this approach.

Making local road networks attractive to cyclists including commuters will mainly require a reduction in traffic volumes on some corridors, and to a lesser extent a reduction in speed. The required measures can be a politically sensitive topic as there is often much public opposition to the introduction of measures that decrease the amount of traffic using a road.

Any cycle network, regardless of whether it is based on major roads or local roads, is still likely to involve major road crossings at certain points. This can present space restraints and may have associated safety problems if the crossings are priority controlled, where gaps in the major traffic flow may be sufficient for crossing motor vehicles but unsafe for crossing cyclists. An alternative option is to signalise cycle crossings but this can cause significant efficiency problems due to delays by drivers in the major flow, and hence may be difficult to implement.

An extensive backstreets network of cycle routes was once established in Christchurch in the 1980s and 90s. It was signposted, but otherwise poorly executed, as many of the routes were indirect, and major roads that had to be crossed became an increasing obstacle without any special crossing facilities, but rising traffic volumes on the main road network. Consequently, this approach was abandoned in the late 1990s, but this doesn't mean that the approach is invalid. What it means is that for the backstreets approach to work, traffic volumes and speeds on those streets need to be addressed, and crossing main roads needs to be supported.

### D.3. European approach – off-road paths

Many continental European countries provide comprehensive cycle networks consisting of off-road paths, with many signalised intersections or priority crossings where the paths cross roads. Surprisingly, these networks have significantly improved perceived safety compared to on-road cycle networks due to the separation of cyclists and motor vehicles, but the actual safety is actually decreased (due to higher crash rates at intersections and driveways). Because of the perceived gain in safety, this network approach is the most successful in terms of attracting new cyclists. The paths also provide a much more attractive environment for cyclists which can further increase cycling numbers. Not surprisingly, New Zealand visitors to countries such as Denmark, Holland and Germany often return to New Zealand wishing to implement similar cycle networks here.

However, it must be noted that creating an off-road path network requires a significant amount of berm area – generally more than what is available in NZ. Kerb realignment would often be necessary, narrowing roads that are to be retrofitted. This would be a very expensive process and would take a long time to achieve. And it does not overcome the problem that cyclists face at driveway crossings.

A significant problem with pathway networks in NZ is that the give way rules are defined for traffic moving on the carriageway, thus giving turning traffic the right of way over cyclists on a parallel path. The situation is different in most European countries, where right of way is defined for the whole road corridor (i.e. between the legal boundaries). The NZ legislative context would significantly decrease the Level of Service (LOS) provided to cyclists, and would thus make the pathways unattractive to a large proportion of cyclists.

Another drawback to the path network approach is the requirement of signalised intersections at the points where the paths cross significant roads. Introducing new intersections would significantly decrease the efficiency of motor traffic on the affected roads and, unfortunately, would thus face high levels of political opposition as New Zealanders are generally unwilling to approve roading projects that decrease efficiency.

Where pathways are possible along rivers and railways, Blenheim has already utilised some opportunities for pathway development, with other corridors already in planning. This will ultimately not achieve a dense enough walking & cycling network, and additional pathways alongside roads would be required, with all the before mentioned problems associated with it.

## **D.4. Discussion**

Three approaches to creating a cycling network in the urban areas have been presented. All support the Marlborough Regional Land Transport Strategy, which states in section 9.4 (Demand Management) that “options that can be encouraged in the region should seek to influence the demand for travel, and in particular, to reduce car trips and to encourage more people to walk, cycle, catch public transport, share car trips, and to work, shop and play locally.”

Although the third approach (an off-road path network) would be the most beneficial to cyclists in terms of perceived safety, convenience and attractiveness, it is considered that this could not realistically be achieved in the next decades due to the expense involved, the unsuitable legislative environment and the issue of driveway safety. Therefore the decision made has focused between providing a cycle network predominantly on major roads or a cycle network predominantly on local roads.

In all reality, a mixture of both approaches will be required. In the centre of Blenheim cycling destinations are often located along major roads, so the major road network approach is much more suitable. Thus discussions have been centred on how the network from the outlying suburbs should connect to the city centre.

Council seminars (with elected and technical members plus external stakeholders) have been conducted to determine the most appropriate method of cycle facility provision for Marlborough. It was decided that the network outside the central business zone should be mainly developed on local roads with signage and traffic calming measures employed, plus cycle lanes installed on some major road sections with high density traffic.

## Appendix E: Engineering (Infrastructure)

### E.1. The Walking and Cycling Network

Both local and international experience indicates that developing connected facilities in a walking and cycling network better serves the needs of walkers and cyclists than isolated facilities. A walking and cycling network might include:

- Footpaths for walkers
- Safe crossing facilities for walkers and cyclists that minimise delay
- Cycle lanes marked on roads;
- Allocated cycle space at intersections;
- Off-street cycle paths (often dual-use with walkers);
- Cycle routes on local roads chosen for the low traffic environment (sign-posted but not marked with cycle lanes); and
- Wide paved shoulders for cyclists on more heavily-travelled rural roads and State Highways.
- Off-road paths in rural areas that traverse areas of natural and heritage value or provide linkages between roads suitable for cycle touring and walking.
- Places or facilities for resting for walkers and for cycle parking for cyclists.

Published network maps of Blenheim, Picton and Central Wairau identifying walking and cycling routes are available on Council's website and offices and from local i-SITES. a. Cycle routes, in particular, need to be continuous and should go where cyclists want to ride, such as town centres, shops, schools, and tourist or recreational destinations. The needs of walkers and cyclists and the desires of the walking and cycling community should drive the development of the network. Recreation and tourism maps of Marlborough or smaller geographic areas can also be used to publicise walking and cycling facilities.

The UK Department for Transport's "Encouraging Walking" publication<sup>6</sup> contains a Checklist for the Local Walking Environment that contains the Five Cs for walking (comfortable, convenient, convivial, conspicuous, connected). These aspects can be assessed to determine the quality of the walking environment.

European research<sup>7</sup> that is equally applicable in New Zealand has identified five main requirements for cycling infrastructure:

- "Coherence – The cycling infrastructure should form a coherent entity, linking all trip origins and destinations; routes should be continuous and consistent in standard.
- "Directness – Routes should be as direct as possible, based on desire lines, since detours and delays will deter use.
- "Attractiveness – Routes must be attractive to cyclists on subjective as well as objective criteria. Lighting, personal safety, aesthetics, noise and integration with the surrounding area are important.
- "Safety – Designs should minimise casualties and perceived danger for cyclists and other road users.

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<sup>6</sup> Encouraging Walking: Advice to Local Authorities – Department of the Environment, Transport and the Regions, UK, 2000

<sup>7</sup> Sign up for the bike – Design manual for a cycle-friendly infrastructure C.R.O.W. 1993

- “Comfort – Cyclists need smooth, well-maintained surfaces, regular sweeping and gentle gradients. Routes must be convenient to use and avoid complicated manoeuvres and interruptions.”

When considering roads that may be suitable for inclusion in a walking and cycling network the following attributes should be reviewed:

#### Engineering

- Carriageway width
- Presence and width of footpaths
- Intersection control
- Centre and edge marking
- Shoulder width
- Road surface
- Road gradient
- Traffic volumes
- Traffic speed
- Traffic composition (i.e. % of truck traffic)

#### Planning

- Road hierarchy
- Land use
- Origins and destinations
- Connectivity
- Integration with passenger transport interchanges
- Aesthetics
- Spacing of toilets/rest areas, water, food, accommodation

The plan shown in Section 5 of this strategy shows the District walking and cycling networks, identifying existing and proposed facilities.

The **types of walkers and cyclists** using each route or location are important in the design of walking and cycling facilities. For example, competent and confident adult cyclists will behave quite differently (and have different needs) from young, less experienced cyclists. Local walkers may have different needs than overseas long-distance walkers. The facilities along a route or outside schools or recreational facilities need to be appropriate to the existing or anticipated users. Both on- and off-street facilities may need to be provided in some locations.

Facilities should be developed to **“best practice” standards**. An attempt should be made to provide consistent design guidelines and standards with those used by neighbouring road controlling authorities, including Transit New Zealand. Technical advice on design issues should be sought from acknowledged walking and cycling experts. Even apparently simple decisions such as whether to provide cycle lanes or an off-road cycle path are not trivial, and acquiring expert advice is strongly advised. Some suggested reference material regarding standards and technical guidelines for walking and cycling facilities and general roading matters that affect walkers and cyclists is listed in Appendix D.3.

In general, provision of **off-street cycling facilities** parallel to roads (such as shared footpaths/cycle paths) needs to be carefully considered. Motor vehicle drivers do not expect cyclists in these locations and can collide with them, for example, when exiting driveways. Either wide shoulders or cycle lanes on both sides of a road are often preferable solutions.

In many locations, the opportunity will exist to **provide a walking and cycling facility isolated from other similar facilities** as part of some other infrastructure initiative, rather than one which is part of an overall walking and cycling network. These opportunities should be taken when available. As the walking and cycling network evolves over time, isolated facilities can be integrated into the network to improve its connectivity.

A road or pathway will be far less user-friendly and effective for walking and cycling if the **surface** is uneven or broken. Issues include maintaining clear riding surfaces, repair and upgrading of damaged facilities, upkeep of lighting, trimming of hedges and vegetation and maintenance of clear signage.

To ensure that elements of the walking and cycling network continue to offer good service to cyclists, it is necessary to both **audit the facilities and carry out regular maintenance** checks. A route audit will ensure that the facilities remain appropriate to modern standards, continue to offer safety benefits and take account of the changing road and/or traffic environments. A regular maintenance programme will ensure a facility is offering the high level of service for which it was originally designed.

The provision of end-of-journey facilities, for example, secure cycle storage, lockers and changing facilities, also encourages people to walk and cycle more.

## **E.2. Every Road is a Cycling Road**

Most cycling in Marlborough is done on district roads and the State Highway network, rather than on special cycling facilities. Cyclists travel on practically every road in the District. Consequently, an important function of this strategy is to ensure that the basic road network is safe and attractive for cycling.

Most collisions involving cyclists occur at intersections. Careful intersection design, including the choice of intersection control, can improve cyclist safety considerably.

Many of our roads were created and designed using different standards and different understandings of cyclists' needs, from those that exist today. Gradual improvements to our roads can (and should) be made to facilitate walking and cycling. In road design, cycles should be considered as much as other road users, and design for "cycle-friendliness" should be an integral part of all proposed road improvements.

On some roads (both urban and rural), it may be feasible to reduce the speed differential between cyclists and motor vehicles. Consideration should be given to implementing threshold treatments at urban/ rural interfaces and traffic calming in towns.

Reducing motor vehicle speeds improves the safety of not only motorists but also cyclists (and walkers) in a number of ways. Motorists get more time to notice and react to these road users; they can decelerate more quickly if needed to avoid a collision; and injuries resulting from impacts between motor vehicles and vulnerable road users are significantly less severe at lower speeds. Lower speeds in general reduce injury rates and the severity of injuries and help meet other road safety objectives.

Some roads will be safer for cycling than others, perhaps because of traffic volumes or speeds, the proportion of heavy vehicles, topography, or seal or bridge widths. For example, many roads in Marlborough have such low motor vehicle traffic volumes and numbers of walkers and cyclists that the chance of two motor vehicles passing each other at the same time as a walker or cyclist is nearby is very small. Narrower roads may be acceptable in these circumstances.

## **E.3. Design Guidelines for Walking and Cycling Facilities**

Geometric design guidelines for walking and cycling facilities can be obtained from a variety of sources. The following are recommended:

1. Pedestrian network planning and facilities design guide (Land Transport NZ 2007)

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/pedestrian-planning-design-guide/>

2. Cycle Network and Route Planning Guide (LTSA 2004)

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cycle-network/docs/cycle-network.pdf>

3. RTS 14 Guidelines for Blind and Vision Impaired (Land Transport NZ 2007)  
<http://www.landtransport.govt.nz/consultation/rts-14/docs/draft-rts-14-revision-2007.pdf>
4. Austroads Guide to Traffic Engineering Practice Part 13: Pedestrians (Austroads 1995)
5. New Zealand Standard 4121:2001: Design for Access and Mobility: Buildings and Associated Facilities
6. Austroads Guide to Traffic Engineering Practice Part 14: Bicycles (Austroads 1999)
7. NZ Supplement to Austroads Part 14 Bicycles (Transit NZ October 2004)  
[http://www.transit.govt.nz/content\\_files/technical/ManualSection42\\_FileName.pdf](http://www.transit.govt.nz/content_files/technical/ManualSection42_FileName.pdf)
8. "Fundamentals of Planning & Design for Cycling" and "Advanced Planning and Design for Cycling" Training Course Notes (NZTA, 2009)
9. Websites recommended to consult for further guidelines and standards
  - New Zealand Transport Agency
  - Christchurch City Council
  - Land Transport NZ Cycle Advocates Network



## Appendix F: Safety and Education

A comprehensive review of crashes involving walking and cycling has been undertaken for the ten year period from 1999 to 2008 inclusive and is included in Appendix C.2. Key findings are that over 6% of all crashes in Marlborough involve walkers or cyclists, and that over the last ten years about 54 walkers and 119 cyclists were injured including 48 walkers and cyclists who were seriously injured or killed.

It is always easy to suggest more safety education in schools as the answer to all of our road safety issues. In reality, the examples set by parents and other road users are what form the attitudes of our young people. Many parents spend years walking and cycling with their children modelling safe techniques and these children will grow up with good road safety sense. Other children may not have an active adult role-model to learn their skills from and may learn their road safety habits from their peers or through the school system.

All primary schools are offered comprehensive road safety programmes by New Zealand Police Youth Education Services (YES) officers. These officers are specially trained to work with children and have a comprehensive road safety programme which covers Year 1 through to Year 8. Schools and parents can be encouraged to make good use of these programmes for training children in all aspects of road safety, including safe cycling and safe pedestrian practices. In addition to the Police YES programme, many Marlborough primary schools are part of the 'Road Sense' programme supported by NZTA. 'Road Sense' is a comprehensive programme developed to assist teachers to integrate road safety into the day-to-day school curriculum. The Road Sense programme works in conjunction with the Police YES programme to build on and reinforce messages throughout the school learning environment.

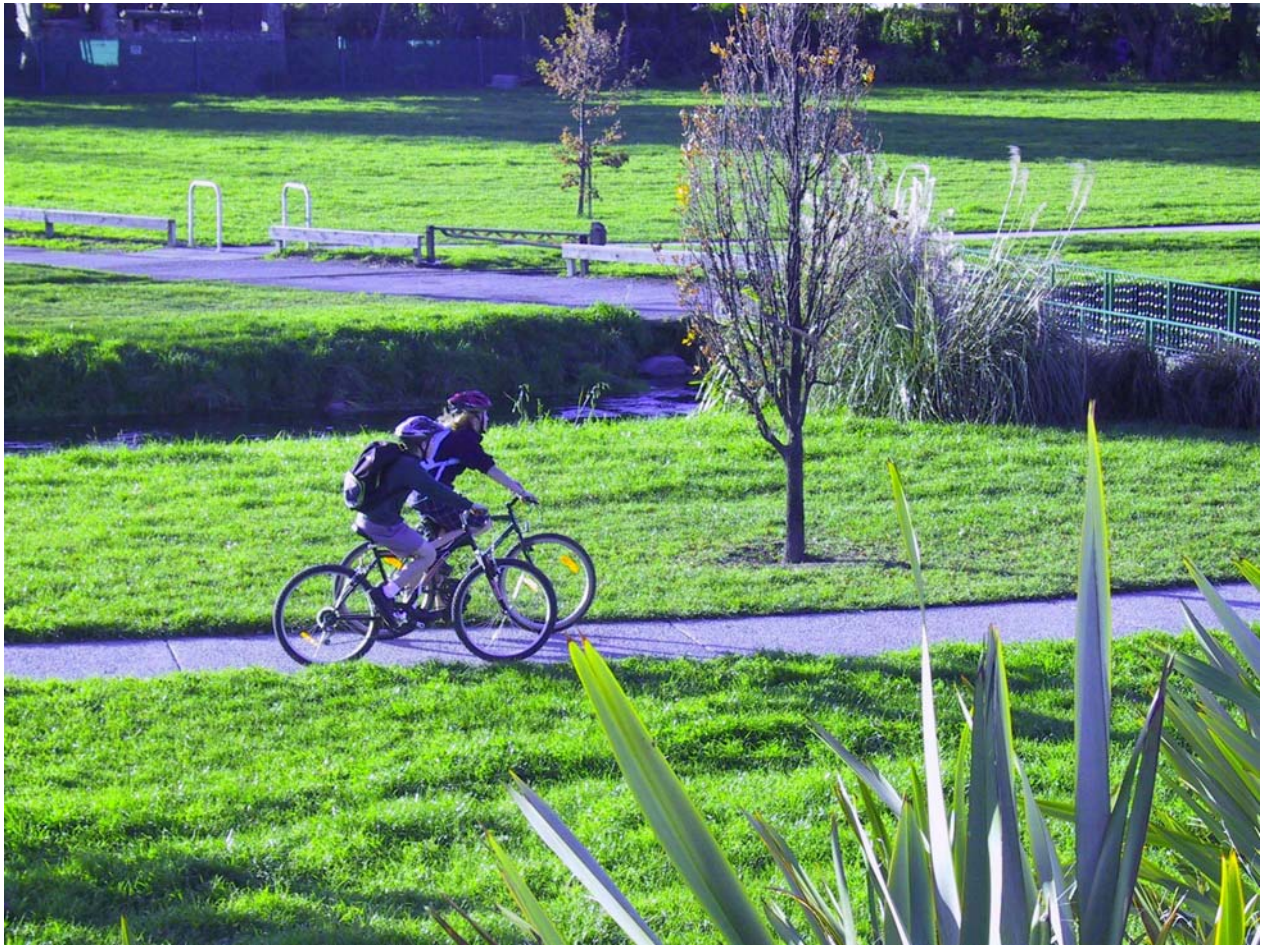
In Marlborough, road safety promotions address a variety of cycling and walking issues, for example the visibility of cyclists, walkers and joggers. Be Safe – Be Seen billboards are mounted at sites to remind people of the importance of being visible in the winter months. Reflectorised bands, straps and stickers are given out at various times to provide cyclists, walkers and joggers with a visibility aid. Comprehensive radio and newspaper campaigns support community activities in schools, clubs and businesses to raise awareness. These campaigns are supported with proactive enforcement targeted at those who practise unsafe behaviour such as walking, jogging or cycling at night without lights or reflectors.

New ideas throughout the country develop into projects that address the many issues for our walking and cycling road users. These projects must meet "best practice" models and are rigorously evaluated for effectiveness. For example, Waimakariri District ran a campaign featuring cyclists, joggers, horse riders and walkers surrounded by a large bubble to indicate to drivers how much space they should be giving these people as they pass them. Marlborough has run a similar campaign based on the successful evaluation of the Waimakariri project.

Road safety campaigns for pedestrians and cyclists will often include awareness raising aspects for motorists. An example is Marlborough's Project Orange Week celebrating the wonderful job done by our school traffic safety teams and their parent supporters throughout the year, helping children to safely cross the roads near their schools. The campaign also looks at what motor vehicle drivers do around school crossing areas and highlights some of the behaviours that endanger children on the crossings and in the school traffic safety teams. This campaign includes a week of participation at school level targeting the school community, radio and newspaper awareness-raising, targeting the wider community and motorists, and concludes with several weeks of enforcement targeting specific motorist behaviours.

Any road safety campaign is a result of many people's co-ordinated ideas and efforts, from Marlborough Roads (Marlborough District Council and Transit), Police, NZTA, ACC, Public Health, to the many sectors of Marlborough's community including schools, clubs and groups representing different interest groups.

The more people involved and actively participating in the project from the planning stage onwards, the more effective the project will be for the community.



## Appendix G: Encouragement (Promotion)

While public attitudes towards walking and cycling are generally supportive, many people do not choose to walk or cycle on a regular basis instead of using their cars. Reasons given vary from individual to individual, but fulfilment of the vision and objectives of this strategy will depend on getting many more people to walk and cycle than currently do so, even if only for a small proportion of their trips.

Translation of the positive attitude of walking and cycling by many non-walkers and non-cyclists into a change of behaviour so that they undertake some trips on foot or by cycle is the big challenge. The provision of a safe infrastructure for walking and cycling can be complemented by comprehensive social marketing campaigns aimed at encouraging motorists to use other forms of transport for some trips and respect and take care around cyclists and walkers.

Walking and cycling are normal, environmentally and socially responsible modes of travel for a wide variety of age groups, income levels and trip purposes. Accordingly, promotional campaigns could identify walkers and cyclists as typical Marlborough citizens who enjoy walking and cycling and Marlborough as an ideal environment for walking and cycling. Workplace and school travel plans are useful tools to encourage walking and cycling as a mode of transport to schools and workplaces.

Working with schools and students is an important aspect of identifying the key factors that are needed to encourage school students to walk or cycle to school. Schools could be surveyed to assess whether their policies actively support or encourage walking and cycling and, if they don't, identify the barriers preventing that support and encouragement.

Marlborough actively takes part in many of the national programmes to support walking and cycling such as the BikeWise Bike Week and the BikeWise Business Battle, Push Play, Green Prescriptions, SafeKids, and various other road safety campaigns focusing on these promotions. Our challenge is to celebrate what we are already doing and to increase the momentum further throughout our community.

## Appendix H: Funding and Monitoring

There are a number of funding mechanisms for support of walking and cycling programmes. These include a mix of ratepayer funding, government funding through the New Zealand Transport Agency (NZTA), public health agencies, Police, private developers, and voluntary community organisations. A walking and cycling strategy that is consistent with the NZ Transport Strategy (NZTS) is also required when seeking funding from the New Zealand Transport Agency (NZTA) for walking and cycling projects.

Council works with many of these organisations in the community to provide support for walking and cycling projects and programmes and promote road safety.

Within the LTCCP, funding for walking and cycling is provided in the following budget areas:

- District road maintenance– improvements to roads through routine maintenance activities.
- Minor Safety Works – provides for capital projects across the District which provides safety improvements to the road network. Projects are prioritised and considered by Council.
- Unsubsidised Roding – Council provides annual budgets for maintenance of walking facilities and a capital works budget for upgrading and construction of new facilities. A programme of capital work is approved by Council each year.
- Road Safety – Marlborough Roads employs a Road Safety Co-ordinator using funding available through NZTA.
- Recreation – Council contributes to Sport Marlborough and recreation initiatives across the District.
- Reserves and Amenities – budgets provide for maintenance, upgrade and development of public reserves and amenities will include extensive provision for walking and cycling activities.
- Rivers – Council rivers and drainage assets include extensive reserve areas. Although their primary purpose is flood and drainage protection, they also provide important amenity benefits including walking and cycling opportunities.

Conventional road funding sources can be used for a range of improvements which have multiple advantages. For example, rural road shoulder widening treatments not only improve the safety and convenience of cyclists, they also protect the road structure from edge damage by heavy commercial vehicles and improve safety for motor vehicle traffic in general by providing a safety margin during overtaking manoeuvres.

There is a significant opportunity to develop walking and cycling opportunities within Council local purpose and river reserves. Funding priorities will be the key to this.

Additional funding is available from NZTA for walking and cycling projects and programmes that are consistent with district and regional walking and cycling strategies. These projects are considered at a nationwide level by NZTA, and are prioritised in terms of benefit versus cost.

NZTA's Economic Evaluation Manual allows existing and/or anticipated walker and bicycle traffic volumes to be quantified and given economic value in cost-benefit analyses.

NZTA provides funding for community based road safety programmes. This funding can be accessed through the Road Safety Co-ordinator, and is available for educational projects where specific communities

have identified their own road safety problem and their own solutions to address it. Projects must meet criteria set by NZTA.

Regular meetings are held of the Road Safety Community Group Marlborough, which includes representatives from ACC, Public Health, Marlborough District Council, Transit, Police, NZTA, community groups, Councillors, and the Road Safety Co-ordinator. Opportunities for partnerships, projects, and funding are discussed at these meetings.

It is important with any strategy to monitor its effectiveness and to assess whether or not the indicators are being met. The trends and indicators set out in this strategy have been established from known data about walking and cycling. Marlborough District Council undertakes an annual ratepayer survey. Monitoring of indicators will be included in this survey. Some potential types of monitoring activity are described in the following table.

### Possible Monitoring Activities

Data Set	Comments
Census journey to work (Statistics New Zealand)	Good long-term data series of trends for walking and cycle commuting ("main means of travel to work") but does not capture school or recreational traffic. Disadvantages are that the data are collected only once every five years, and may be weather-dependant on any particular Census day.
Collision statistics (NZTA)	Walking and cycling collisions tend to be statistically rare events, and many crashes are not reported to the authorities. This means that potentially dangerous locations are unlikely to be identified by conventional "black spot" collision analysis, and also that locations with one collision (or more) may not be any more dangerous than other locations. Overall trends in walking and cycling crash numbers, however, are useful indicators of walking and cycling safety, and should be monitored routinely.
Walking and cycling infrastructure	An inventory should be established and maintained of public walking and cycling facilities, including footpaths, cycle lanes (on-street), cycle paths (off-street, usually available to walkers and possibly horse traffic), wide shoulders on rural roads marked as cycle routes and bicycle parking facilities. A component of this inventory should be walking and cycle network plans.
Funding and staffing	Funding and staff resources will be needed to develop, implement and maintain the walking and cycling strategy. Tracking these items will demonstrate Marlborough's commitment to walking and cycling.
Automatic traffic counts	Routine classified traffic counts identify the proportion of traffic of each vehicular mode (including cars and many different classes of truck and bus). With little extra effort or cost, traffic counters can count bicycle traffic too. No data have been collected yet in Marlborough, but routine counts will collect bicycle traffic in a sample of future automatic traffic counts.
Manual traffic counts	Manual surveys are needed to count walkers and help distinguish between school and other types of cyclists. They tend to be more expensive than automatic counts and consequently may be carried out less frequently and for shorter intervals.
Special walker and bicycle counts	Some data may need to be collected for special locations as necessary.
School cycle stand surveys	Cycling to school gives an indication of the use of cycles by younger residents of the community. If this number declines then future numbers of cyclists may decline. Cycle stand surveys do not quantify walking trips so student surveys are preferable.
Bicycle tourism	Numbers of visitor nights of cyclists on organised cycle tours in the district.
Walking and cycling events	Number of walking and cycling events held in the District such as Bike Week promotion, fun rides, road or off-road races.
Opinion surveys of walkers, cyclists	Attitudes of existing walkers and cyclists toward walking and cycling facilities can be documented.
Opinion survey of residents	Attitudes toward walking and cycling in general can be documented to ascertain what would be needed to encourage people to walk and cycle more.

## Appendix I: Marlborough Track Upgrade and Development Programme

This list provides an inventory of proposed track development and upgrade works over future years with many of these also identified on the 3 network plans. Funding has also been included for implementing this programme within the Strategy Action Plan. This funding allocation has been split between both urban and rural projects. A spread sheet is also proposed to provide detailed upgrade specifications, costs and a 10 year prioritised work programme.

Signage is currently planned for many of these tracks or will be developed in conjunction with the track development.

### Off-Road Shared Tracks - for Upgrade or Development Blenheim & Wairau

#### **Blenheim Urban Accessways - covered under contract**

A signage, barrier removal and upgrade works programme is underway to improve accessibility. Additional linkages are sought where possible, with Lane Street road-end through to Budge Street a potential example.

#### **Taylor River Floodway Reserve Paths**

##### **Riverside Park Area**

- Construct a concrete path between Henry Street footbridge car park and Riverside Park on the true left bank.
- Construct a path between the confluence of the Taylor and Opawa Rivers and Snowden Crescent.
- Construct a gravel track between Snowden Crescent to Marshal Place and it would be desirable to extend track further east.
- Extend a path on the true right bank from Riverside Park to as far as possible adjacent to Park Terrace heading east.

##### **Hutcheson Bridge to Burleigh Street Bridge**

A well used concrete path exists along much of this section on both sides of the river.

Potential additions are addressed below as follows:

- Construct pedestrian access from Andrew Street and Russell Street through to the river – as per Urbanisim + recommendations.
- Upgrade & extend shared paths from Purkiss Street to Burleigh Road on both sides of River.
- Construct a concrete path on the eastern side of the river between Athletic Park and Burleigh Bridge while retaining the existing gravel track. Install a gravel track along western side of river along the same section.
- Retain and/or install additional gravel tracks on both sides of the river along the Taylor between Riverside Park and Burleigh Bridge in addition to the concrete paths. These will cater better for a range of users, including dog walkers, runners and cyclists to improve path safety and ease congestion.
- Install a sign and interpretation package along the Taylor from Riverside Park to the Dam Reserve to assist users and promote access.
- Create additional linkages between town and the river where feasible; Market Street (North), Dashwood and Andrew Streets.

### **Upper Taylor River and Taylor Dam Reserve**

The section from Burleigh Bridge to the Taylor Dam is more suited to mountain bikers, walkers and runners as less developed. The Taylor path and trail has several link paths and tracks connecting to it, with several new potential track options and on-going upgrade work proposed.

- Improve track surface as required and install sign package.
- Install a defined gravel track along the western side of river between Burleigh Bridge and Ben Morven Track.
- Connection is desirable between the Taylor River Trail at Wither Road Extension and Aerodrome Road.
- Scope also exists to develop tracks within and beyond the Taylor Dam Reserve along marginal strip land for walking/running and mountain biking.
- Acquire public access along the Taylor River between Ben Morven Track and Meadowbank Bridge on the eastern side. This would negate having to cross the river twice.
- A mountain bike and run/walk track connection from the end of Maxwell Pass Road to Split Apple Peak would provide another excellent route. Partly in private ownership and access not possible at present.
- A mountain bike and running track connection from the end of Maxwell Pass Road up and over through private property to Taylor Pass Rd creates another alternative circuit.

### **Fulton Stream Path - Kingwell Drive to Bohally and Girls College**

Potential exists to formalise public access through Ministry of Education land between Kingwell Drive and McLachlan Street however both school boards were not in favour when canvassed in 2009.

### **Wither Hills Farm Park Tracks**

A separate development programme is used for this track network with on-going development of walking and mountain bike tracks continuing.

### **Ben Morven Mountain Bike Track**

Surface upgrade work is required using rotten rock to improve track surface.

### **Omaka River and Mill Stream – Southern Valleys**

Other connections also exist beside the Omaka River and Mill Stream south of Renwick township and between Dog Point Road and Timara Road West.

### **Sutherland Stream Trail**

Alabama Road to Wither Hills Farm Park

- On-going surface upgrade works (gravelling) proposed along unfinished sections.

Extension proposed through to town centre in conjunction with future subdivision.

### **Co-Op Drain Track - Between Sutherland Stream and Dry Hills Lane**

A long term staged proposal that would require gradual land acquisition from subdivision as largely in private ownership.

### **Opawa River**

#### **Lansdowne Park, Waipuna Street and Ching Park/Henderson Reserve Track**

Access is possible through the RHS of Lansdowne Park and along the stop bank to the river; however no track or signage currently exists.

- Connection with the Waipuna Street Track is proposed in future to create a circuit and installation of a gravel surface.
- The Waipuna Street Track was installed some years ago, however can be re-established as demand dictates. Pedestrian access is possible in both directions for some distance along the Opawa from Waipuna Street.
- Potential also exists to extend the track from Lansdowne Park east beside the river to connect with Ching Park/Henderson Reserve Track, however private land negates this at present.
- Upgrade works (gravelling) of the track from Ching Park through to Henderson Street is proposed along with a sign package. Seeking legal easement through the NMIT section of the track is also recommended.

### **Opawa River Track and Wairau Lagoons Track - Mountain Bike and Walking**

In conjunction with the proposed sewer pond expansion and wetland development, it is intended to create an additional walk/bike track beside the river and connect with the DoC Wairau Lagoons Track.

### **Opawa River - Blenheim to Renwick Mountain Bike Track**

Potential exists to create a highly scenic off-road wine cycle trail along the stop banks, however several sections are in private ownership so a long term proposal. Need to acquire as subdivision occurs through the Riparian Strategy.

### **Lower Opawa Track - Park Terrace**

Although used currently, the riverside walk that heads east from Riverside Park track crosses sections of private land in behind Park Terrace.

- Council's Riparian Strategy will aim to acquire private land to ensure future riparian access here and extend along the southern bank through to Main Street road-end and potentially beyond.
- Additional pedestrian accessways between Dillons Point Road and the Opawa River is desirable.
- A pedestrian connection between the eastern end of Main Street and the Opawa River is highly desirable to create river access for local residents and a circular walking route.

### **Roses Overflow**

- Establish a cycle track along one or both sides of this waterway to connect town and the Wairau River.

## **Rail Corridor Shared Path**

### **Blenheim to Spring Creek**

A Deed of Grant has been secured with ONTRACK for the proposed shared rail path. Land purchase is taking place where rail corridor is narrow and NZTA funding applied for in RLT Programme however funding is not currently available.

A 1 km section of sealed path was installed in 2008 from Grove Road Bridge to Aberharts Road beside SH1 and was funded by Marlborough Roads.

### **Blenheim to Riverlands**

It is proposed to design, cost and obtain construction approval from ONTRACK and Council consents to construct a gravel track along the first section from McCartney Street to Alabama Road.

## Wairau River and Diversion

### **Wairau River Reserve - Walking and Mountain Bike Track Potential**

A mountain bike track beside the Wairau from Morgans Road through to Ferry Road, Spring Creek is envisaged. Mountain bike access west through to Renwick is also eventually envisaged and through to Rarangi to the east beside the Wairau Diversion.

### **Wairau River Reserve - Walking and Mountain Bike Track Potential**

Signpost public access as suitable for Mountain bikes between the SH1 and SH6 along the south bank.

### **Rarangi Track - Blue Gum Corner to DoC Camp Ground**

A gravel track exists along the western side of main road connecting Blue Gum Corner to the DoC Camp Ground.

Pipatea Track is a grassed track running behind residential properties.

Further signage is required to convey user information on these tracks.

### **Bothams Bend Reserve - Walking and Mountain Bike Track Potential**

An existing track starts just north of the Ferry Road Bridge and follows the river north to Botham's Bend Road. A track from Bothams Bend Rd could be extended along the Wairau diversion stop banks, riders can cross the Wairau Diversion Bridge and then cycle along the existing access road to the diversion mouth and along to Rarangi Beach - investigate lease agreements.

## Grovetown Lagoon Track

A short walking track is now constructed on DoC land to a lagoon lookout in conjunction with the Grovetown Lagoon Trust and DoC,

Potential for a complete loop track around the outside of the lagoon exists along with additional tracks to waterfowl hides/lookouts etc.

## Spring Creek

### **Spring Creek Esplanade Reserve Track**

Construction of a compacted gravel track beside Rapaura Road from the 4 Square Store through to the old Flour Mill site is proposed.

### **Kahikatea Reserve Walk – Spring Creek**

Installation of a gravel track from Peninsula Road to and then through the Reserve is proposed along with signage - once the restoration vegetation becomes established.

## Potential Future Mountain Bike Areas

Pukaka Valley, Mt Strawn and Stories Creek have potential for mountain biking, however access would need to be investigated and formalised before these could be opened for regular public use.

## Picton

**Picton - Waikawa Shared Track** - Upgrade to encourage off-road commuter use - reduce steeper grades and improve surfacing.

**Picton Marina Walkway** - Construct walkway around marina edge from Foreshore to Memorial Park  
This proposal has previously been investigated and priced.

**Queen Charlotte Lookout to Shakespeare Bay Lookout** - Develop the former historic track between these lookout sites as a visitor attraction.

**Picton Urban Accessways** - Destination signage to be installed at each accessway entrance.

**Picton - Victoria Domain Tracks and Recreational Tracks** - Upgrade and development work programmed separately and on-going.

- Potential to construct a walking track to connect the Waikawa Marina with The Snout Lookout - to create a round trip loop track.
- Scope exists for additional walking and mountain biking tracks to be constructed within the Domain, however demand driven.

**Boons Valley Reserve** – This large Council owned Reserve could potentially provide sufficient land for a significant Mountain Bike Park if future demand arose.

## Marlborough Sounds

### Link Pathways, Queen Charlotte Drive

Initial 4 stages completed by Link Pathways Trust, being a sub committee of the Linkwater Settlers Association. The vision is to connect townships for the local community and visitors by a safe off-road track and eventually connect Picton to Havelock.

Stage Five in 2009/2010 - Off road Path along Linkwater Straight

Stage Six 2010/11 - Off road path from Linkwater Straight to Mahakipawa Estuary

## Havelock

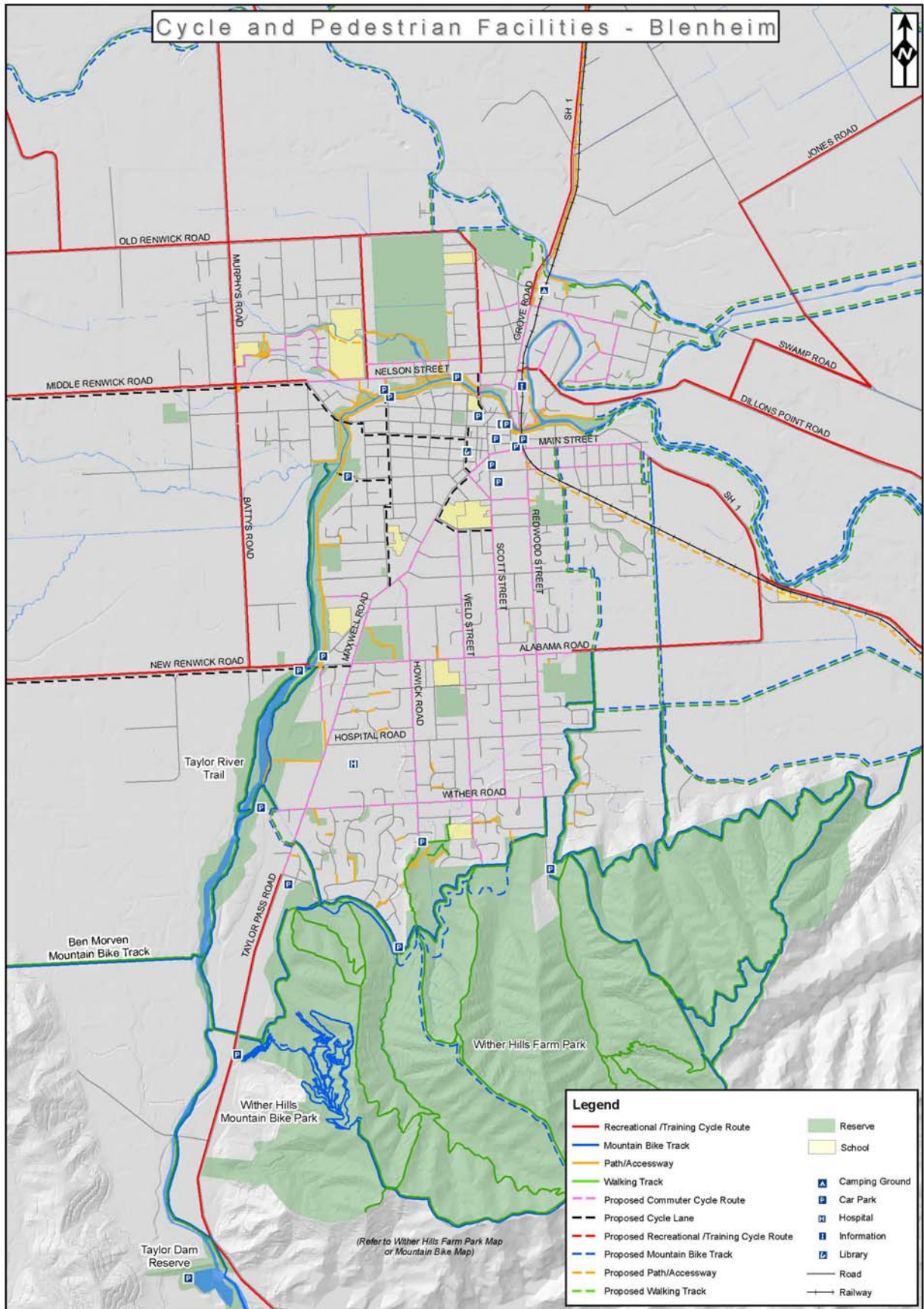
**Numerous projects being driven by Havelock Vision 20/20**

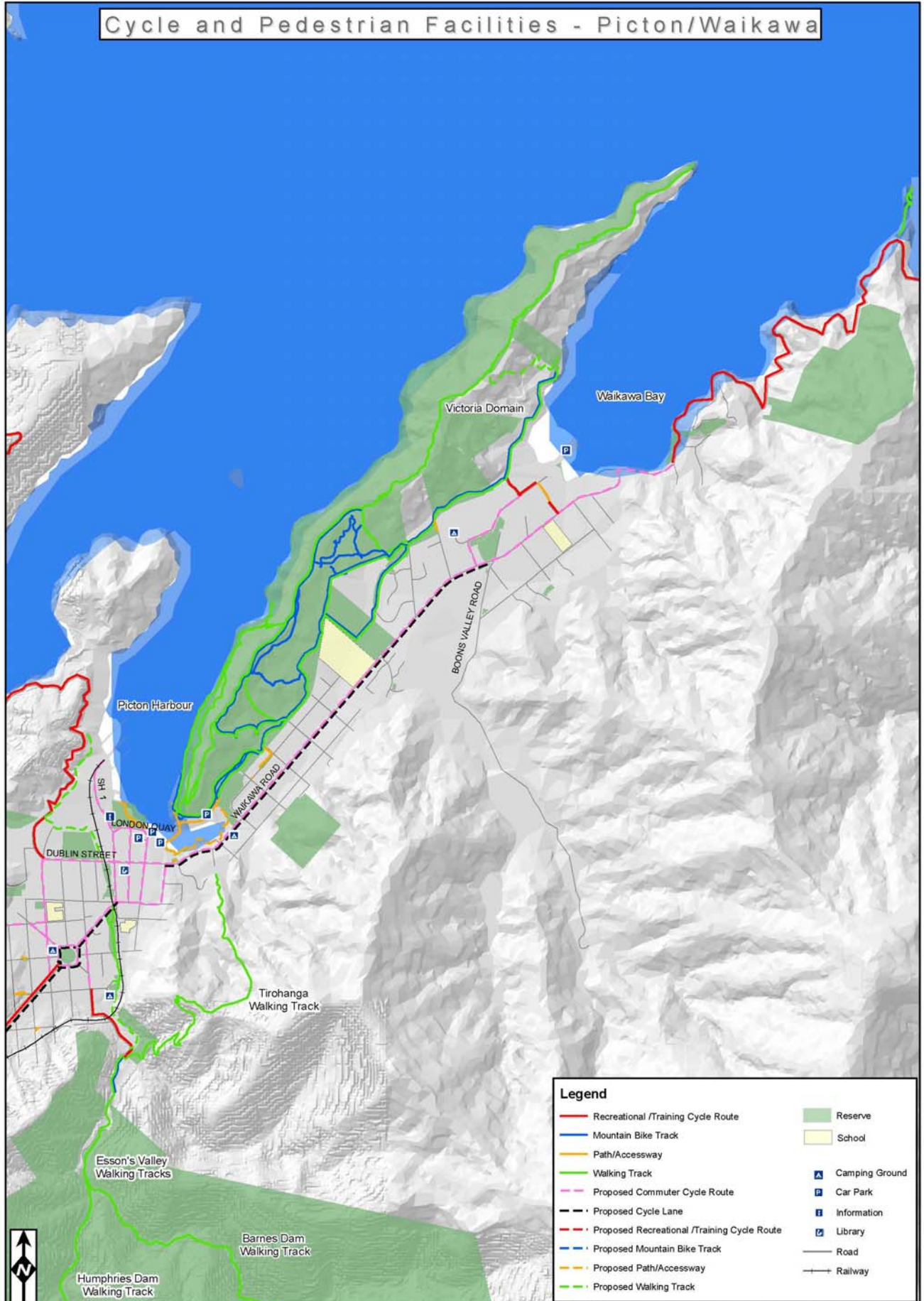
- Havelock - Lawrence Street Waterfall Walk
- Cullen Point Estuary Track
- Log Wharf Estuary Walk
- Kaituna River Mountain Bike Track
- South Mole - Port Walk to Cemetery
- Takorika Hill Track

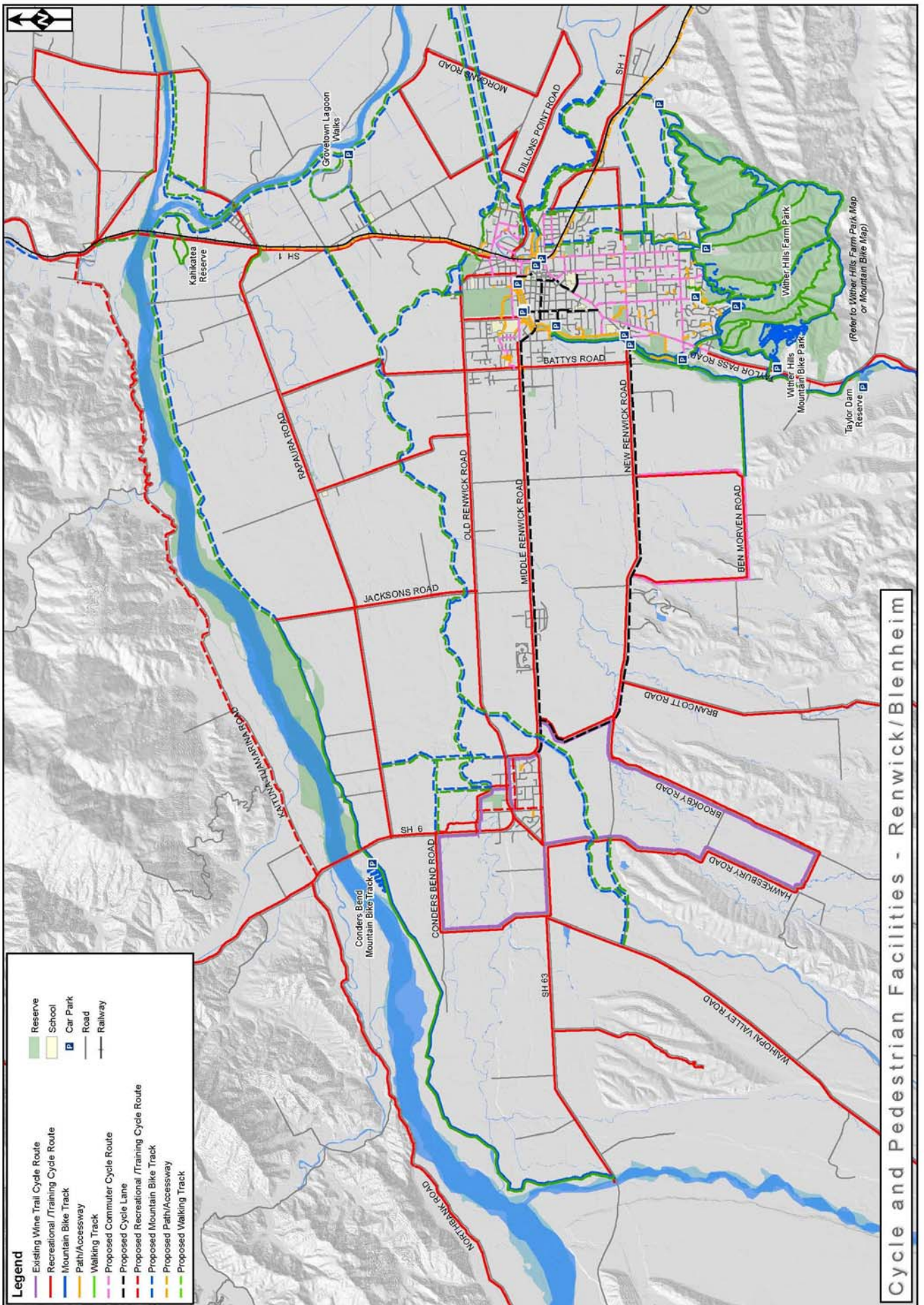
## Other Doc or Community Tracks

Queen Charlotte Track  
Okiwi Bay Walking Track  
Kettle Point Walking Track, Cissy Bay  
Molesworth  
Rainbow  
Wakamarina  
Waikakaho  
Nydia Bay

## Appendix J: Network Plan







## Appendix K: Action Plan

<b>BIKE WALK MARLBOROUGH ACTION PLAN - Ten Year Plan to June 2020 - as at June 2010</b>											
Specific Action		Estimated Budget - over 10 years	BWM Funded	Funded by Council through Marl Roads	NZTA Funded	Road Safety Coordinator Projects	Unfunded Projects	Reserves Section Funded	Maintenance Implications - per annum	Lead Project Manager	Completion Date and Progress
<b>ADMINISTRATION</b>											
COORDINATOR ROLE - Facilitate and administer the Bike Walk Marlborough Working Group.		\$300,000	\$300,000							Marlb Roads, Council and BWM	
ACTIVE TRANSPORT ENGINEER - Fund a Active Transport Engineer, part time ( at Marlborough Roads)		\$500,000	\$500,000								
<b>PLANNING - INFRASTRUCTURE</b>											
IDENTIFY SAFE WALKING AND CYCLING ROUTES AND FACILITIES - Identify optimum safe, attractive and practical cycling and walking routes within Blenheim and Picton and recommend on facilities and treatments to increase cyclist and pedestrian safety and encourage cycling and walking to school, work, other trips and for recreation. Options may include a mix of cycling facilities, for example off road dedicated or shared use paths, traffic calmed shared multi modal roads or on road cycle lanes.		Funded through Professional Services \$25,000		\$25,000.00						Urbanism Plus, Viastrada, Marlb Roads and BWM	Estimated Completion - May 2010
PEDESTRIAN IMPROVEMENTS - Identify and programme improvements to pedestrian facilities within CBDs - Blenheim and Picton, Havelock & Seddon		Minor Safety Funding								M Roads	Ongoing
DESIGN WAYFINDING PACKAGE - Design a Wayfinding Package for Blenheim, Picton and Havelock		\$65,000	\$25,000	\$30,000.00				\$10,000		Reserves	Commence 2011
IDENTIFY CYCLIST HOT SPOTS - Identify all impediments/'hot spots' on cycle routes/network and recommend improvements and prioritise work. Examples being roundabouts and intersections, entrapment/pinch areas ie; pedestrian crossing design, narrow lanes widths, converging lanes, bridge approaches etc		Minor Safety Funding								Urbanism Plus, Viastrada, Marlb Roads and BWM	Estimated Completion - June 2011
INVESTIGATE OFF-ROAD PATHS AND TRACKS - Investigate alternate off road walking and cycle paths/accessways within Blenheim and other urban centres to promote sustainable travel - Sutherland Stream extension to town etc		\$5,000	\$5,000							BWM or Contract	As subdivision takes place
CRASH STUDY DATA - Undertake an Intersection Crash Reduction Study - 3 Yearly		Minor safety funding		\$45,000.00						M Roads/NZTA	Due 2010 then done every 3 years
ROAD WIDENING AND RESEALING - Develop a prioritised widening and resurfacing of sealed shoulder programme targeting higher use cycle routes and using 'cycle friendly' surface (eg fine chip and level surface)		\$6,000,000		\$6,000,000						M Roads/NZTA	Marlborough Roads in conjunction with BWM
CYCLE PATH - BLENHEIM TO RENWICK - Conduct an investigation study to develop the optimum cycle facilities between Blenheim and Renwick, looking at Middle, New and Old Renwick Roads		\$10,000	\$10,000							M Roads and BWM	Commence 2011
NEIGHBOURHOOD ACCESSIBILITY AUDITS - Undertake Neighbourhood Accessibility Audits/Plans around Girls/Boys College and Bohally Schools initially and others to assess safe routes to/from schools-programme improvement works		\$150,000				\$150,000				Marlb Roads	Ongoing
RIPARIAN PUBLIC ACCESS AND LINKS - Investigate public access options along all urban river margins in or close to the urban centres - as per Riparian Acquisition Policy		\$20,000	\$20,000							Reserves & BWM	Ongoing
INVESTIGATE OFF ROAD TRACK - BLENHEIM TO PICTON - Feasibility study & design to construct an off-road cycle route on largely railway designation land - Spring Creek to Picton - "Wellington to Wairau Rail Trail"		\$5,000	\$5,000							Marlb Roads	Commence July 2010
CAPTURE JOINT PLANNING OPPORTUNITIES - Work with other sections of Council to ensure all walk/bike opportunities are captured when planning other development works										Reserves and BWM	Ongoing

INPUT INTO COUNCIL WIDE PLANNING AND POLICY - Participate and review in Council planning, policy documents and resource consents to ensure cycle and walking needs are addressed										Reserves and BWM	Ongoing
<b>IMPLEMENTATION - INFRASTRUCTURE URBAN</b>											
EXTEND CBZ ZONES, BLENHEIM AND PICTON - Extend 30 km/h zone along full length of Kinross Street and extend boundaries of CBZ in Picton to increase safety for all road users - Urbanism Plus Recommendation		Minor Safety Funding		\$40,000.00						Marlb Roads	Awaiting Kobus CBZ Study Outcome
CYCLE PATHS, LANES, ROUTES AND FACILITIES Investigate and install in Blenheim/Picton and other centres - cycle lanes, cycle routes, shared roads/traffic calming in urban streets to provide a mix of cycle safety measures - Urbanism Plus Recommendation		\$280,000	\$190000 funded from carry over.	\$45,000.00	\$45,000			10000		Marlb Roads & BWM	Awaiting Kobus CBZ Study Outcome
IMPROVE CYCLIST HOT SPOTS - Commence improvements to intersections and hot spots to increase real and perceived cycle safety on all identified cycle commuter and higher use recreational routes.		Minor Safety Funding								M Roads & NZTA	As funds permit
FOOTPATH UPGRADE - Commence improvements to footpaths to enhance pedestrian access and crossings - as per Urban Design Study recommendations		Renewals funded from existing budgets					New footpaths from Urbanism+ not funded	2000		M Roads & NZTA	As funds permit
PEDESTRIAN AND CYCLE CROSSINGS OR LIGHTS - Install pedestrian or cycle traffic lights as per Urbanism Plus recommendations at key locations to aid access in high use locations and improve on-road sections of road or crossings where paths/accessways connect - An example being Nelson/SH6, Beaver Road/High Street intersection for commuting students and also across Grove/Sinclair Street.		Minor Safety Funding		\$60,000.00	\$60,000			35000		M Roads & NZTA	As funds permit
SPRING CREEK CROSSING - Improve footpaths and pedestrian crossing facility across SH 1 at Spring Creek.		\$20,000			\$20,000			1000		Marlb Roads	Investigate 2010
WAIRAU ROAD CROSSING, PICTON - Pedestrian crossing facility across Wairau Rd Picton (Powerhouse site, SH 1)		\$20,000		\$10,000.00	\$10,000			1000		Marlb Roads	Investigate 2010
INCREASE CYCLE FRIENDLY ROAD SURFACING - Use Network maps when developing road resurfacing work programme to improve cycle routes to increase cycle friendly surfacing		Funded in resealing programme								M Roads & NZTA	Commence July 2011
INSTALL WAYFINDING PACKAGE -Implement a Wayfinding Package for Blenheim, Picton and Havelock CBZs that includes wider destinations also		\$125,000	\$30,000				\$45,000	\$50,000	2500	Reserves, Marlb Roads and BWM	Commence 2011
ART FEATURES FOR TOWN CENTRES - Create more attractive and appealing CBZ with art features and points of interest to assist visitors to better orientate themselves		\$55,000						\$55,000	1500	Reserves, Marlb Roads and BWM	Commence 2011
PROGRESS OFF ROAD PATH/TRACK NETWORK - Carry out URBAN track upgrade work as identified within Marlborough's Track Development and Upgrade Programme (refer Appendix I)		\$160,000	\$80,000					\$80,000	8000	Reserves, Marlb Roads and BWM	Ongoing
CYCLE STORAGE FACILITIES - Ensure cycle storage facility provision and condition in public areas reflects best practice		\$25,000		\$25,000.00					500	Marlb Roads	Ongoing
FREQUENT ROAD SWEEPING - On going improved road surface repair, glass sweeping and maintenance.		Street Cleaning budget \$50,000 pa		50000					5000	Marlb Roads	Ongoing
<b>IMPLEMENTATION - INFRASTRUCTURE RURAL</b>											
EDUCATION AND PROMOTION - Install Permanent "SHARE THE ROAD" Large Billboards with bike and car symbols at the 4 main highway entrances to Blenheim and at each approach to Queen Charlotte Drive		Funded from existing roading budget								M Roads & NZTA	As funds permit
EDUCATION AND PROMOTION - Install Car/Bike "Share the Road" symbol signs at frequent intervals along roads marked as cycle routes within Blenheim and other centres (refer attached maps - Section 6)		Minor Safety Funding								Marlb Roads	As funds permit
SPEED REDUCTION ON POPULAR CYCLE ROADS - Reduce Speed along high use cycle routes by REZONING to 70 or 80 km as legislation allows - for many Wairau Plains or Sounds roads identified as Cycle Routes.		Funded from existing roading budget								NZTA	Speed limits continually being reviewed

CONSTRUCT SHARED PATH - BLENHEIM TO RENWICK - Install an off-road cycle path or wide cycle lane with separation beside SH6, Middle Renwick Road or seal widen to appropriate width, marked and sealed for 'cycle safety & friendliness'. Aim for minimum 1.5 metre cycle width on either side - or dedicated cycle path - sections already installed		\$340,000			\$340,000		Not funded but should be NZTA.		4500	M Roads & BWM	As funds permit
SHARED PATH ALONG NEW RENWICK ROAD - Install an off-road cycle path along full length New Renwick Road or seal widen to appropriate width, marked and sealed for 'cycle safety & friendliness'. Aim for minimum 1.5 metre cycle width on either side - or dedicated cycle path - widen bridges with clip-on or similar treatment		\$340,000			\$340,000		Not funded but should be NZTA.		4500	M Roads & BWM	Underway however maximise width and complete by 2013
INCREASE CYCLE FRIENDLY ROAD SURFACING - Ongoing widening and resurfacing sealed shoulders with 'cycle friendly' surface (eg fine chip and level surface) on strategic and popular cycle routes district wide, with road marking to provide cyclists with sufficient road space. Focus on both high use roads, ie; New Renwick Rd, Ben Morven, Paynters, Godfrey, Brookby & Hawkesbury Roads. To be completed in conjunction with the cycle network plan and priority programme.		Funded from existing roading budget								M Roads & BWM	Ongoing seal widening to happen as part of roading programme
RAIL CORRIDOR SHARED PATH - Design & Construct off road cycle paths on railway designation land- Stage 1 - Blenheim to Riverlands		\$220,000	\$45,000		\$130,000				4500	NZTA	Scoping Completed and Design & Cost Benefit Completed - Awaiting funding
RAIL CORRIDOR SHARED PATH - Design & Construct off road cycle paths on railway designation land - Stage 2 - Blenheim to Spring Creek		\$360,000			\$360,000		\$360,000		4500		First Section to Aberharts Road Complete - Remainder as funding permits
IMPROVE ROADS WITH CYCLE EVENTS IN MIND - Improve cycle routes between Blenheim - Picton, Picton - Havelock and Blenheim to Havelock as frequently used by cyclists as part of the Grape Ride circuit - ie; Rocky Creek - widen to increase cyclist safety. Provide for cyclists on Wairau River bridges SH1 & SH6 by installing warning lights that are robust and reliable and through future bridge replacement programme.		Funded from existing roading budget					Not funded in 10 year forecast other than warning signs.			Marlb Roads	To be developed as funds permit
OFF ROAD TRACK DEVELOPMENT - Carry out RURAL track upgrade work as identified within Marlborough's Track Development and Upgrade Programme (refer Appendix I)		\$160,000	\$60,000					\$100,000	4000	Reserves	Ongoing with \$60,000 allocated annually
LINK PATHWAYS TRACK DEVELOPMENT - Link Pathways Track Proposal (Off road shared track between Picton - Havelock) Several stages now completed and more proposed		\$300,000					\$150,000	\$150,000	\$15,000 + self funded	Link Pathways Group, Marlb Roads and Reserves	Missed out on National Cycleway Funding - Develop as funds permit
RURAL FOOTPATH ADDITIONS AND UPGRADE - Continual addition of footpaths and improvements as prioritised within rural areas district wide		Funded from existing roading budget					No funding in budgets		1000	M Roads	Ongoing
<b>COMMUNICATION, EDUCATION AND PROMOTION</b>											
ENCOURAGE - To encourage and support people and community projects in Marlborough to choose walking and cycling for an active and healthy lifestyle.										Marlb Roads & MDC, Sport Marlb, NMHB	Ongoing
ENCOURAGE - To encourage safe driving practises near cyclists and raise driver awareness of cyclists.											
ENCOURAGE - To encourage people to walk and cycle for day-to-day trips, tourism, recreation and health.										Marlb Roads & MDC, Sport Marlb, NMHB	Ongoing
PROMOTE - To actively promote walking and cycling as normal, desirable and mainstream modes of transport.										Marlb Roads & MDC, Sport Marlb, NMHB	Ongoing
LEAD BY EXAMPLE - To provide an example to the Marlborough community through the Council actively supporting walking and cycling in its day-to-day operations.										Marlb Roads & MDC, Sport Marlb, NMHB	Ongoing

Marlborough Walking and Cycling Strategy

SUPPORT - To support safety, education and enforcement programmes for active transport.										Marlb Roads & MDC, Sport Marl, NMHB	Ongoing
MAINTAIN PARTNERSHIPS - Maintain a working partnership with Nelson/Marlborough DHB through NPA Programme, SPARC, ACC and Sport Marlborough, Marlborough's Safety Coordinator, Marlborough Roads/NZTA and CAN, Living Streets and others to develop community programmes that encourage walking and cycling										Marlb Roads & MDC, Sport Marl, NMHB	Ongoing
SPONSORSHIP - Identify and coordinate local commercial sponsorship when necessary to encourage walking and cycling.										Marlb Roads & MDC, Sport Marl, NMHB	Ongoing
MEETINGS - Conduct regular Bike/Walk Marlborough meetings and maintain email communication and regular updates										Marlb Roads	Ongoing
PUBLICITY - Regular Bike/Walk Marlborough publicity through media coverage										Marlb Roads & MDC, Sport Marl, NMHB	Ongoing
BROCHURES AND MAPS - Develop and maintain an up to date suite of cycle/walk brochures and maps identifying all Council managed cycling and walking facilities		\$15,000	\$60,000					\$60,000		Reserves & BWM	Ongoing per annum
WEBSITE COVERAGE - Ensure Council's and Marlborough Roads websites regarding walking and cycling information is regularly updated										Reserves & BWM	Ongoing
BIKE WALK EXPO - To host with other agencies a Walk/Bike Expo to raise the profile, awareness and value of active transport		\$5,000	\$2,500				\$2,500			M Roads & BWM	Ongoing
<b>MONITORING</b>											
COMMUNITY SURVEYS - Undertake two yearly community surveys to gauge public expectation for cycle facilities within Marlborough		\$15,000				\$15,000				M Roads	Ongoing
ACTIVE TRANSPORT SURVEYS - Conduct both Winter and Summer active transport surveys at key locations and all Marl schools each year to monitor walking and cycling trends										Marlb Roads	Ongoing
REVIEW, MONITOR, RECORD, MAINTAIN AND UPDATE STRATEGY - To review, publish, promote, implement, monitor and maintain this strategy.										Marlb Roads, Council and BWM	
CRASH DATA - Record, establish trend and report annual walking and cycling crash data											
NPA SURVEY - Repeat NMHB - NPA 2008 Survey findings as basis for comparison in 2011										NPA	2011
NETWORK INVENTORY AND MONITORING - Establish a walking and cycling network inventory, inspection and maintenance programme										M Roads	Ongoing
<b>POLICY</b>											
To ensure that Marlborough's Resource Management Planning , the RPS, RLTS, the LTCCP, the Subdivision Code of Practise, Conservation Management Strategy and Reserve Plans and other relevant documents of all stakeholders are consistent with this strategy.										M Roads, Council & BWM	Ongoing
Make submissions to the Annual Plan process for ongoing development and funding										M Roads, Council & BWM	Ongoing
To ensure where possible this strategy is consistent with relevant external documents, ie; DoC plans and policies, national policy documents and walking and cycling strategies of neighbouring districts.										M Roads, Council & BWM	Ongoing
Participate in any review of landscape and urban streetscape policies and practices										M Roads, Council & BWM	Ongoing
Participate in any review of SH and local road design policies to provide for cycle and pedestrian provisions in new works										M Roads, Council & BWM	Ongoing
To ensure that appropriate requirements for cycle parking and facilities are built into planning requirements										M Roads, Council & BWM	Ongoing
<b>Budget Totals - 10 year time frame</b>		<b>\$9,495,000</b>	<b>\$1,142,500</b>	<b>\$6,330,000.00</b>	<b>\$1,305,000</b>	<b>\$165,000</b>	<b>\$557,500</b>	<b>\$505,000</b>	<b>\$89,500</b>		

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THE MARLBOROUGH ROADS COLUMN WILL BE MET WITHIN EXISTING ROADING BUDGETS. NZTA FUNDING WILL ONLY OCCUR IF FUNDING IS AVAILABLE FOR THESE PROJECTS