

Assets & Services Committee Meeting

31 January 2023

This Report relates to Item 4 in the Agenda

“Blenheim Integrated Transport Study - Decision”



Marlborough Network Operating Framework

Marlborough District Council

09 June 2022



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1. Introduction

The development of this Network Operating Framework (NOF) aims to support Marlborough District Council (MDC), Marlborough Roads, Waka Kotahi NZ Transport Agency (Waka Kotahi), and stakeholders with forward-looking multi-modal network planning for Marlborough. The focus areas of this NOF are the urban areas of Blenheim and Picton. This NOF aims to assist by providing an approach to network planning which road-controlling authorities can utilise to consider all road users and the inter-relationship with land use, transport networks, and transport infrastructure and services. The framework enables a collaborative and integrated approach to managing the transport system through a 'one network' framework.

1.1 Purpose and Objectives

The development of a Network Operating Framework aims to recognise the diverse needs of different road users. With a strategic and collaborative approach, stakeholders and road user groups provide input into the development of a framework to understand the needs of users in the existing network and focus investment into schemes that suit the needs and demands of its users.

A Network Operating Framework provides a 'backbone' to support the development of Network Operating Plans and transport investments (through business cases and master planning) to supplement and support investment decisions. The Network Operating Framework provides road agencies with strategy guidance on how to respond to land use and transport network interactions in the road network. A Network Operating Framework aims to:

- Support decisions as part of a wider decision-making framework.
- Provide a collaborative approach to planning outcomes.
- Take a wider view of the network.
- Provide transparency in decision-making.
- Compliment Business Case development and Master Planning.
- Assist with informing understanding of network interventions.
- Form an iterative process to encourage an integrated transport network.

The Network Operating Framework takes the approach of considering the network needs of general traffic, freight, public transport users, pedestrians, and cyclists while considering the inter-relationship of those modes with land use. It will give guidance on network operations planning and where to consider trade-offs in terms of relative encouragement between modes.

In the future, there will be changes in policy, planning land use and infrastructure requirements that alter the strategic direction of transport planning. For this reason, the Network Operating Framework is a live process which requires updating to reflect the strategic objectives of the region. In doing so the NOF will continue to be a crucial component of future planning and the development of an integrated transport network.

1.2 Disclaimer

This report has been prepared by GHD for Marlborough District Council with support and input from Marlborough District Council and Waka Kotahi and may only be used and relied on by Marlborough District Council and Waka Kotahi for the purpose agreed between GHD and Marlborough District Council. GHD otherwise disclaims responsibility to any person other than Marlborough District Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

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2. Network Operating Framework Development Process

Austrroads Network Operations Planning Framework and Austrroads Guide to Traffic Management Part 4: Network Management informed the development of this Network Operating Framework. The development of the framework is based around collaborative workshops where stakeholders develop and apply strategic objectives and network principles for transport modes on the network.

The steps undertaken are outlined in Figure 1 below.

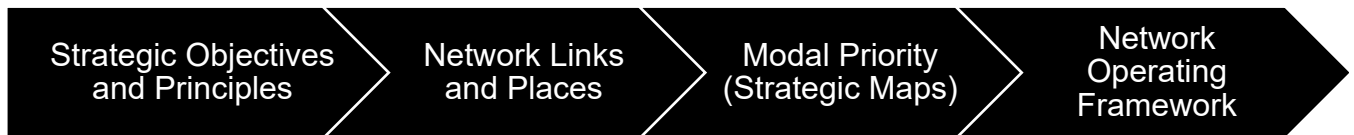


Figure 1 Network Operating Framework Process

How this Network Operating Framework aligns within the Waka Kotahi planning process is outlined on the Waka Kotahi website section on 'ONF use in other frameworks':

<https://www.nzta.govt.nz/planning-and-investment/planning/one-network-framework/onf-use-in-other-frameworks/#network-operating-framework>

Marlborough District Council has opted not to undertake the operating gaps as this will be undertaken as part of the Blenheim Integrated Transport Study.

2.1 Process Overview

The Network Operating Framework development process is based upon interactive workshop sessions. The purpose of the sessions is to develop strategic objectives and network principles and to understand the interactions of network links and places to develop modal priority network maps.

The workshop was held virtually over two sessions on 26 and 27 January 2022 and focused on the development of the strategic objectives and guiding network principles, and the modal priority network maps.

The workshop outcomes informed the development of the modal priority network maps. These maps provide guidance on balancing conflicting modal priorities and enable identification of locations where network interventions may be required.

The following summarises the steps undertaken in the NOF development process.

Strategic Objectives and Network Principles

Strategic objectives and network principles set the strategic context and mode-based aspirations for the network to inform the development of the NOF. These underpin and guide the development of the strategic network.

Development of strategic objectives and guiding principles draw on national, regional, and local planning and policy literature with key stakeholders. These are refined through collaborative workshop sessions to better outline the aspirations and approach for operations for each mode in the network and are tested in the development of modal maps. Strategic objectives are developed for the following five modes:

- **Pedestrians** – all forms of active travel that typically travel at <10 km/h i.e. mobility scooter, running, walking
- **Cyclists** – all forms of active travel that typically travel >10 km/h i.e. scooters, skateboards, cargo bikes, e-scooters, e-bikes, and other low-powered vehicles
- **Public transport** – publicly available transport including tourist coaches and buses
- **General traffic** – private vehicles, taxis, and small commercial vehicles i.e., couriers
- **Freight traffic** – heavy commercial vehicles

Once initial strategic objectives are developed, network principles corresponding to each road user mode are developed. Principles guide the application of strategic objectives at a network level by attributing modal priority routes throughout the network.

Pedestrian, cyclist, and public transport modes typically have two principles – primary and secondary – to identify mode-based route priorities.

For general traffic, four levels of principles are developed to allow a greater level of prioritisation (from local access through to preferred access routes) to recognise the extent general traffic operates on the network.

For freight traffic, typically only one principle is developed to recognise that movement of freight does not require the specificity of other modes, but also because local distribution will be covered under general traffic. However, during the workshop sessions, secondary freight routes were identified to provide greater context with respect to local freight movements and to represent these important links in the network.

Network Links and Places

Identifying the key origins and destinations, population growth and land use changes in the study area is a core element to the NOF process. This is to better understand the changing land use context and demands in which the transport network and transport modes need to support.

Principles for each transport mode are used to define priority connections throughout the network in a workshop with stakeholders using maps.

Modal Priorities

Applying the network principles in a mode-by-mode approach, individual modal priority maps are developed defining mode-based priority around the network. The modal priority maps provide a framework for making decisions and trade-offs between modes around the network, where more than one mode shares the same infrastructure.

At a high-level, these maps identify the level of priority for each mode relative to other modes. This prioritisation is based on the assigned route priority as informed by interactive workshop sessions.

SmartRoads Tool

The SmartRoads tool can be used to assist in the application of relative mode priorities following a nationally agreed priority logic set. The tool can provide a guiding resource for planning the road network, this includes:

- Providing an interactive tool to visualise modal priorities in the context of land use
- Facilitate the consistent application of the network operating framework nationally
- Assess improvement opportunities for traffic, buses, freight, and active transport
- Support improvements to the network founded on strategic objectives

The SmartRoads tool has not been utilised in the development of this Marlborough Network Operating Framework but can be undertaken later.

2.2 Stakeholders

The stakeholders included in the development of this Marlborough Network Operating Framework included:

- Marlborough District Council
- Waka Kotahi New Zealand Transport Agency
- Marlborough Roads
- KiwiRail
- Road Transport Association
- Ministry of Education
- New Zealand Police
- Iwi

3. Context

3.1 Study Area

The study areas for this Network Operating Framework focus on the two urban areas of Blenheim and Picton and is shown in Figure 2.



Figure 2 Study areas (OpenStreetMap, 2022)

Blenheim is the most populous town in Marlborough and is known as a gateway to the wineries of the Wairau Valley to the west, with more than 30 wineries within driving distance. In town, there are numerous cafes, restaurants, and shops, along with popular walkways along the Taylor River Reserve.

Picton is considered the heart of the Marlborough Sounds. Picton is the main portal for freight, including forestry, and tourists travelling between the North Island and the South Island.

3.2 Demographics and Travel Choice

Marlborough District

The Marlborough District had a population of 47,500 people during the 2018 census, an increase of nine percent compared to the 2013 census and 11 percent since the 2006 census. Of the total population in the 2018 census, Table 1 outlines the population age groups for Marlborough District and the national average (note, figures are rounded). Most notable is the high percent of over 65 in Marlborough.

Table 1 Marlborough District population by age against national average (2018 Census, StatsNZ)

	Up to 15 years	15 to 64 years	65 years+
Marlborough District	17%	60%	22%
National Average	20%	65%	15%

The 2018 census includes data on how people travel to work and education. Table 2 below summarises this for Marlborough, noting that Blenheim and Picton will have slightly different rates.

Table 2 Marlborough District form of travel to work or education (2018 Census, StatsNZ)

	Car (drive or passenger)	Walk or Jog	Bicycle	Work from Home	School Bus
Travel to Work	74%	6%	3%	16%	-
Travel to Education	51%	17%	9%	-	12%

The proportion of students who travelled to education by school bus in the Marlborough District during census 2018 was two percent higher than the national average, probably due to the rural catchment.

Blenheim

The Blenheim urban area had a population of 28,230 at the 2018 census and is approximately 58 percent of the total Marlborough District population. This represents an increase of 9 percent since the 2013 census, and 13 percent since the 2006 census.

Picton

The Picton urban area had a population of 4,500 people at the 2018 census and is approximately six percent of the total Marlborough District population. This represents a population increase of 12 percent since the 2013 census, and 11 percent since the 2006 census.

3.3 Transport Context

As the largest town in the Marlborough District, Blenheim is located approximately 120 kilometres east of Nelson and 300 kilometres north of Christchurch. Blenheim is serviced by State Highway 1 (SH1) running through the town centre north to south-east, and State Highway 6 (SH6) providing the main road connection from the west. SH1 and SH6 intersect in Blenheim at a roundabout controlled intersection in Blenheim town centre, adjacent to the South Island Main North Rail Line.

Like many cities and towns throughout New Zealand the state highway network provides the primary spine connecting urban areas and townships throughout the Marlborough District and wider region. SH1 connects Blenheim with Picton and the Interisland ferry crossings to the north, and the large cities of Christchurch and Dunedin to the south. SH6 connects Blenheim to the nearby settlements of Renwick and Woodbourne to the west, as well as Nelson as its nearest significant population centre further afield.

Cycling

Blenheim has a limited number of on road cycle facilities, with only 2.5 km of cycle lanes, and a range of recreational shared paths and trails as shown in Figure 3.

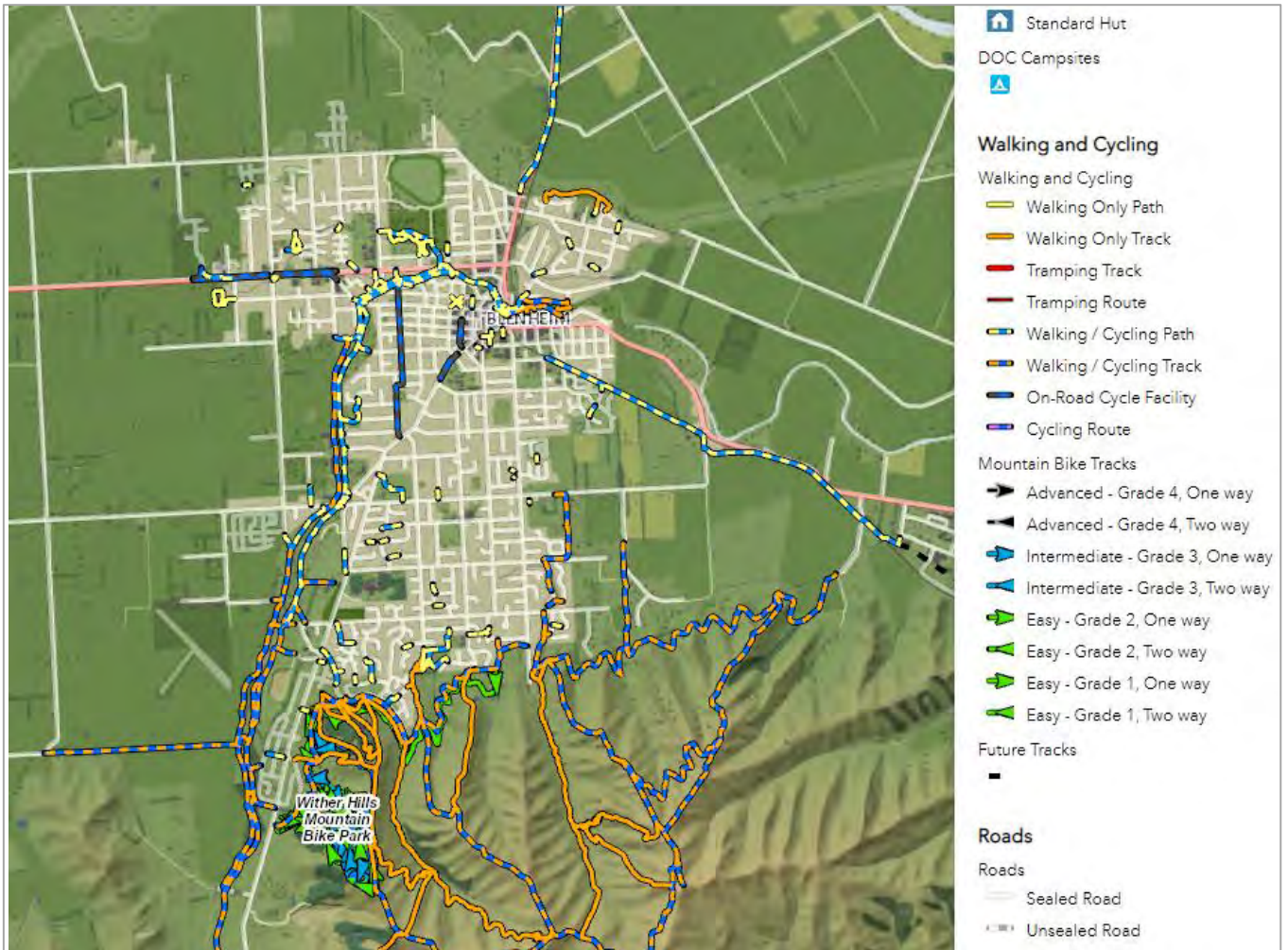


Figure 3 Blenheim Cycle Map (Smart Maps, MDC)

The flat topography of Blenheim lends to opportunities for implementing more cycle routes and greater uptake as cycling for usual transport and recreation purposes.

The proposed Whale Trail is a 194-kilometre cycling and walking trail that will connect the communities of Picton, Blenheim, Seddon, Ward, Kekerengu, Clarence and Kaikōura. A business case in February 2020 set out the technical feasibility, economic and social benefits associated with the development of a shared use trail between Picton and Kaikōura (refer: <http://property.marlborough.govt.nz/trimapi/api/trim/2071896>).

Walking

Figure 4 outlines the location of existing footpaths. As can be seen, many streets in Blenheim only have a footpath on one side of the road (shown in orange) and some do not have footpaths at all (shown in red). Those with no footpaths were rural roads that are slowly becoming urban as development expands.



Figure 4 Pedestrian footpaths in Blenheim

Sea Travel

Port Marlborough, located in Picton, is an important part of the town's identity and generates significant employment and economic activity. The port services Interislander and Bluebridge ferries, processes high volumes of bulk commodity and hosts visiting cruise ships. Port Marlborough is the second largest marina operator in the country with a capacity for some 1,400 vessels.

Port Marlborough remains New Zealand's most diverse Port company, spanning property, interisland ferries, general wharves, a deep-water bulk terminal, marinas, and aquaculture. Notably, Port Marlborough does not have a container terminal. The Port's primary trade is log exports.

Five million tonnes of freight with an estimated value of \$20 billion crosses Cook Strait annually. More freight goes from north to south than south to north, reflecting the importance of the Cook Strait ferries to the South Island economy. The Cook Strait freight task is forecast to grow by 35% over the next 20 years.

The growth of throughput at Port Marlborough is evidenced by a growth in the proportion of heavy vehicles on SH1 from 4.6 percent in 2010 to 6.5 percent in 2019.

Air Travel

Blenheim Airport is the main regional airport in the Marlborough District, co-located with the RNZAF Base in Woodbourne. It is situated 5 kilometres west of Blenheim. This regional airport operates regular domestic flights to Auckland, Wellington, Christchurch, and Paraparaumu flying with either Air New Zealand or Sounds Air¹.

Omaka Aerodrome is the second airport in Blenheim situated south-west of the town centre. It is a private airfield utilised exclusively by recreational pilots and commercial operators offering pilot training².

The Picton Aerodrome is located 5 kilometres south of Picton township in Koromiko. Sounds Air operates regular return flights from this airport to Wellington.

Freight

Most commodities transported between the North Island and the South Island traverses through the region, via the ferry services at Picton. All rail freight between the two islands goes through Picton.

Most of the freight moved around Marlborough is by road. There have been significant improvements in the moving of freight by rail in recent years, but this tends to favour bulk commodities and those travelling long distance. There are no rail connections to Nelson or the West Coast.

SH1 from Picton south is a nationally significant freight route. SH6, SH62 and SH63 have regional significance as the connection for most major townships in the top of the south. Local roads support the state highways as feeders.

Freight volumes in the top of the south are expected to grow from 11.8 million tonnes in 2022 to 14.0 million tonnes in 2042, a 19 percent increase.

Rail Network

The Main North Line runs between Picton and Christchurch. This carries freight services between the Interislander terminal and Christchurch and the Coastal Pacific passenger train. KiwiRail operate a freight hub at Spring Creek where rail freight is transferred from trains to trucks for destinations in Nelson, Tasman, and the West Coast. Spring Creek is also used to connect shorter trains together for more efficient travel to southern destinations.

In 2019, 560,000 lane metres of freight equating to around \$14b was transported on the Main North Line.

The passenger train operates daily between the last Friday of September and the last Sunday of April. The train is timetabled to connect with Interislander ferry sailings. Passenger stations are in Picton and Blenheim. The Marlborough Flyer, a heritage steam train, operates tourist trips when cruise ships are in port between Picton and Blenheim.

Public Transport

There are currently four bus routes in Marlborough, comprising of:

1. Springlands – Riversdale (north route)
2. Redwoodtown – Witherlea (south route)
3. Blenheim – Picton
4. Blenheim – Renwick

All routes connect the suburban Blenheim and its surrounds with the town centre, at the bus stop outside Countdown, on Seymour Street.

¹ 100% Pure NZ, 2022. Blenheim Airport. Retrieved 17 Feb 2022, from <https://www.newzealand.com/au/feature/blenheim-airport/>

² Marlborough, NZ, 2022. *Heritage, Culture & Arts. Omaka Aerodrome*. Retrieved 17 Feb 2022, from <https://marlboroughnz.com/guides/heritage/omaka-aerodrome>

4. Strategic Policy and Planning Context

The following summarises key policy and planning documents from national and regional through to local, that consider growth and development, and the transport network:

Blenheim Integrated Transport Study Strategic Business Case (2021)

The following problem statements were developed at an Investment Logic Map workshop, along with their weightings.

- Problem 1 (50%) Increasing congestion on main traffic routes results in longer journey times, constrained freight movements and increased frustration
- Problem 2 (30%) Existing roading infrastructure and public attitudes favour private vehicle use reducing alternative mode acceptance and take-up rates
- Problem 3 (20%) The town centre boundaries are poorly defined resulting in difficult access, poor circulation, and sprawling land use

The indicative benefits of investing to solve the problems are:

- Better accessibility and predictable journey times
- Improved road user behaviour and improved welfare
- Increased choice of transport modes
- Increased contribution to emissions reduction
- CBD prospers as a residential and cultural centre
- Easier access to CBD social and economic opportunities
- Reduced reliance on private vehicle

Government Policy Statement on Land Transport (2021)

Government Policy Statement has four strategic priorities: Safety, Better Travel Options, Climate Change, Improving Freight Connection, which contribute to all five key outcomes of the Transport Outcomes Framework: Inclusive access, Healthy and safe people, Environmental sustainability, Resilience and security, Economic prosperity

Waka Kotahi Arataki Version 2 (2021-2031)

Arataki presents Waka Kotahi's 10-year view of what is needed to deliver on the government's current priorities and long-term outcomes for the land transport system. It shares the evidence-base that informs Waka Kotahi's view and helps to better understand how joint decisions and choices will shape the future land transport system. Arataki Version 2 is an update to reflect initial research and analysis regarding the regional impacts of COVID-19 on the land transport system and identify post-COVID-19 challenges and opportunities over the next 10 years. Arataki summarises six key drivers that will shape the future land transport system as demographic change, climate change, technology and data, customer desire, changing economic structure, and funding and financing challenges.

Connecting Te Taihu (Top of the South) Draft Regional Land Transport Plan (2021 - 2031)

This Regional Land Transport Plan is a joint plan between Waka Kotahi, Marlborough, Nelson and Tasman, and the vision is to have a safe and connected region that is liveable, accessible, and sustainable. The plan is a critical document for the top of the South Island as it underpins all the region's road network and transportation planning, as well as the investment priorities over the next ten years on both the state highway and local road networks. Key transport issues in the next 10 years cover vehicle usage growth and its effects on access, safety on our roads, the design of our transport system constraining access for those wanting to use more sustainable modes, communities susceptible to losing access in more frequent weather events, and vehicle usage affecting our natural environment.

Marlborough Walking and Cycling Strategy (2019 – 2029)

Establishes the strategic framework for active transportation, such as walking and cycling, over the next 10 years. The main aims of the strategy are to:

- Encourage and support people in Marlborough to choose walking and cycling.
- Develop a safe, convenient, and connected travel network for walking and cycling.
- Ensure that all relevant strategies, policies, plans and practices for Marlborough support walking and cycling.

Regional Public Transport Plan (2021 - 2027)

The purpose of the Regional Public Transport Plan is to provide a means for encouraging Council and public transport operators to work together in developing public transport services and infrastructure. The plan is also an instrument for engaging with the public in the region on the design and operation of the public transport network and provides: – The public transport services that are integral to the public transport network – The policies and procedures that apply to those services – The information and infrastructure that support those services. The plan focuses primarily on service contracted or provided by Marlborough District Council and aligns with the Government Policy Statement on Land Transport. Of greatest priority will be continuing to improve the timing of the bus so that the bus departs and leaves each stop at the same time each hour with no periods of lower frequency during the middle of the day, providing timetables at bus stops and installing more shelters. Accessibility will continue to be an important consideration for public transport alternatives in Marlborough, to better support the transport disadvantaged and an aging resident population.

Growing Marlborough A Strategy for the Future, (2009)

'Growing Marlborough' gives Marlborough District Council and the community a platform to guide sustainable and integrated strategic investment decisions based on the response to sustained growth. The Strategy provided a set of actions to achieve a future-proofed transport network, including

- minimising the severance effects of state highways and main arterials
- proposing more pedestrian and cycle friendly alternatives to the main routes
- promoting a higher degree of connectivity and accessibility in the new growth areas
- extending and enhancing the recreational movement network.
- having a stronger town centre

5. Land Use and Growth

A robust transport network with transport choices needs to not only consider the social and economic environment of a place but also the changing land use and growth patterns. A transport network should be inclusive of all forms of transport including by foot, cycle, public transport, private motor vehicle, rail, water, and air. Pedestrian orientated centres will provide vibrancy and environmental, social, and economic benefits.

Prior to defining aspirational strategic modal priority networks, existing and future land uses were considered and discussed during workshop sessions. This considered future challenges and opportunities, land use changes and growth, and how the district is changing to respond. Setting a base understanding of these changes going forward allowed consideration of existing and future land uses during development and review of the strategic modal priority maps developed subsequently.

The following outlines at a high level some of the existing and future land use context in Blenheim and Picton.

5.1 Existing Land Use

5.1.1 Blenheim

Commercial and Retail Centre

The Marlborough Environment Plan (MEP) zone Business 1 allows for commercial businesses in Blenheim town centre and is shown Figure 5.

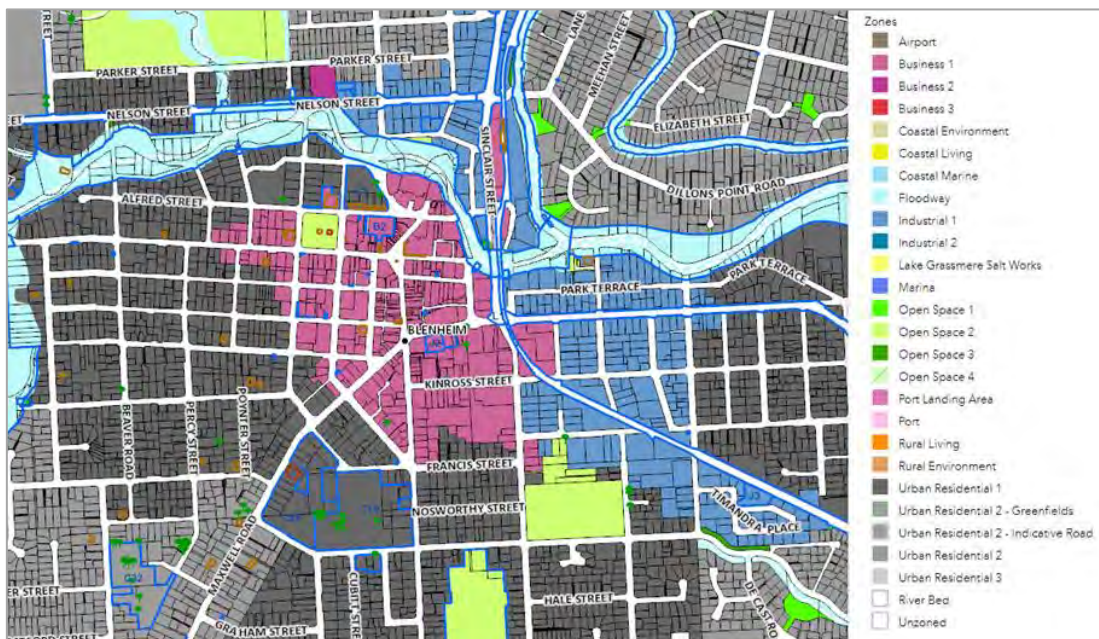


Figure 5 Marlborough Environment Plan zoning map

Historically the commercial and retail activity started around the town square and Market Street. In recent times, the commercial area has also extended east along SH1 south of the Ōpaoa River. The area currently consists of several cafes, restaurants, and bars as well as a range of boutique and big box retail stores making it a significant trip generator for the district. Many retail shops in Blenheim Central are conveniently located within walking distance of one another with off-street parking also provided for customers.

Policy 12.4.2 of the MEP states that the central business areas of Blenheim and Picton provide a focus for retail, commercial business, employment, leisure, visitor accommodation and cultural activities. The centres need to be cohesive and vibrant and therefore subsequent policies promote a convenient and compact central focus for the Business 1 Zone. However, as can be seen in Figure 5 the central business zone is no longer compact and does not have a defined edge nor effective road hierarchy.

Wairau Hospital

Wairau Hospital is the main hospital providing healthcare services to the wider population of the Marlborough District and currently provides approximately 65 beds patients. As a regional hospital, it also refers Marlborough patients to Nelson Hospital for specialised services just over 110 kilometres away by road.

The main entrance of Wairau Hospital is located off Hospital Road in Witherlea, in south-west Blenheim. The hospital can also be accessed via Taylor Pass Road.

Recreation Facilities

There are numerous recreational facilities in Blenheim. A few key recreation facilities include the Marlborough Lines Stadium 2000 Aquatics Centre, Pollard Park, two golf courses, the river reserves, and Landsdowne Park.

Education

There are 17 schools located within Blenheim and its surrounds, noting that Wairau Valley School is also located near to Blenheim³. Three of these schools are secondary schools and fourteen are primary schools. Together these schools provide full primary and secondary education to the children and teenagers of Blenheim.

Industrial, Agriculture and Viticulture

In the Marlborough District there are several industrial and agricultural areas along with a significant number of vineyards that contribute to the region's overall economy. An infometrics 'economy at a glance' summary for the Marlborough District is outlined below.

Table 3 Share of GDP

Industry	Marlborough	Blenheim	Picton and Sounds
Manufacturing	24.9%	16.2%	11.0%
Agriculture, Forestry and Fishing	11.0%	6.6%	18.5%
Owner Occupied Property Operation	8.7%	9.1%	10.3%
Electricity, Gas, Water and Waste Services	5.4%	9.1%	n/a

While manufacturing accounts for a quarter of Marlborough's GDP, Blenheim and Picton is a smaller proportion.

Existing industrial practices in Blenheim occur along SH1, both north and south of the town centre, at Riverlands, Burleigh and Omaka. These areas contain a range of businesses including engineering, manufacturing, logistics and automotive services, food and beverage manufacturing, and businesses associated with the viticulture industry in Marlborough.

Residential Areas

The urban residential settlements in Blenheim are relatively evenly spread in all directions around the Blenheim town centre, particularly to the north, west and south. Major urban residential settlements currently exist in the suburban areas of:

- Mayfield, Riversdale, and Islington – north of the town centre
- Springlands and Yelverton – east of the town centre
- Redwoodtown – south of the town centre
- Witherlea – south of the town centre and north of the Wither Hills Farm Park.

Some new urban housing development is currently occurring south of the town centre along Alabama Road and northern Blenheim. Smaller residential settlements located just outside of the Blenheim urban area include Tuamarina, Spring Creek and Renwick.

³ MoE, 2022. *Education Counts, Blenheim*. Retrieved 18 Feb 2022, from <https://www.educationcounts.govt.nz/find-school>

5.1.2 Picton

Commercial and Retail Centre

The commercial and retail centre of Picton is located around London Quay, Wellington Street, Auckland Street and Broadway, with High Street being the main retail centre. The commercial and retail activity centre contains a variety of accommodation providers, and a limited number of bars and restaurants, takeaways and small to medium sized retail stores.

Picton Medical Centre

The Picton Medical Centre is located on the corner of High Street and Broadway in the Picton town centre. It is a semi-rural practice that services patients residing in Picton and the Marlborough Sounds.

Recreation and Tourist Sites

There are a range of recreational or tourist sites in and around Picton, which include:

- Picton Memorial Park and Picton i-Site Visitor Information Centre on the waterfront north of SH1
- The Queen Charlotte Track in the Queen Charlotte Sound
- Kaipupu Wildlife Sanctuary, north of the Picton Ferry Terminal
- EcoWorld Aquarium and Wildlife Rehabilitation Centre
- Picton Heritage and Whaling Museum
- Victoria Domain Park
- Auckland Street Reserve
- Endeavour Park

Education

There are three schools located in Picton and its surrounds. They are Picton School, Waikawa Bay School, and Queen Charlotte College. These schools provide full primary and secondary education for residents of Picton and surrounding areas.

Port Marlborough, Marines and Industrial

Port Marlborough is situated at the head of Queen Charlotte Sound and is the gateway to the Marlborough Sounds. In addition to the ferry terminals, a deep-water berth at Waimahara Wharf in Shakespeare Bay services bulk cargo. The main cargo handled is export logs. Waimahara Wharf is also used by cruise ships greater than 245m long.

The marinas in Waikawa, Picton and Havelock comprise more than 1,000 berths and accommodate more than 400 additional vessels in boat sheds and storage compounds.

Land uses adjacent to the port include a range of tourism related services and businesses such as car rental providers and water taxi operators, museums, and a visitor information centre.

Existing industrial practices located in the vicinity of the Picton Ferry Terminal include industrial storage and logistics facilities, and vehicle refuelling amenities.

Residential Areas

The urban residential settlements in Picton are located to the south and the north-east of the town centre. The main roads that dissect these residential areas are Wairau Road to the south and Waikawa Road to the north-east. The urban residential area situated on SH1 south of the town centre is characterised by a grid local road layout with Nelson Square located in the centre, mimicking the Union Jack.

5.2 Future Growth

5.2.1 Blenheim

While much of Blenheim urban land is fully developed (both commercial and residential), there are several greenfield areas already zoned to allow additional urban growth. These are shown in Figure 6 and discussed in further detail below. Council also receives requests for private plan changes to allow for urban expansion onto rural zoned land.

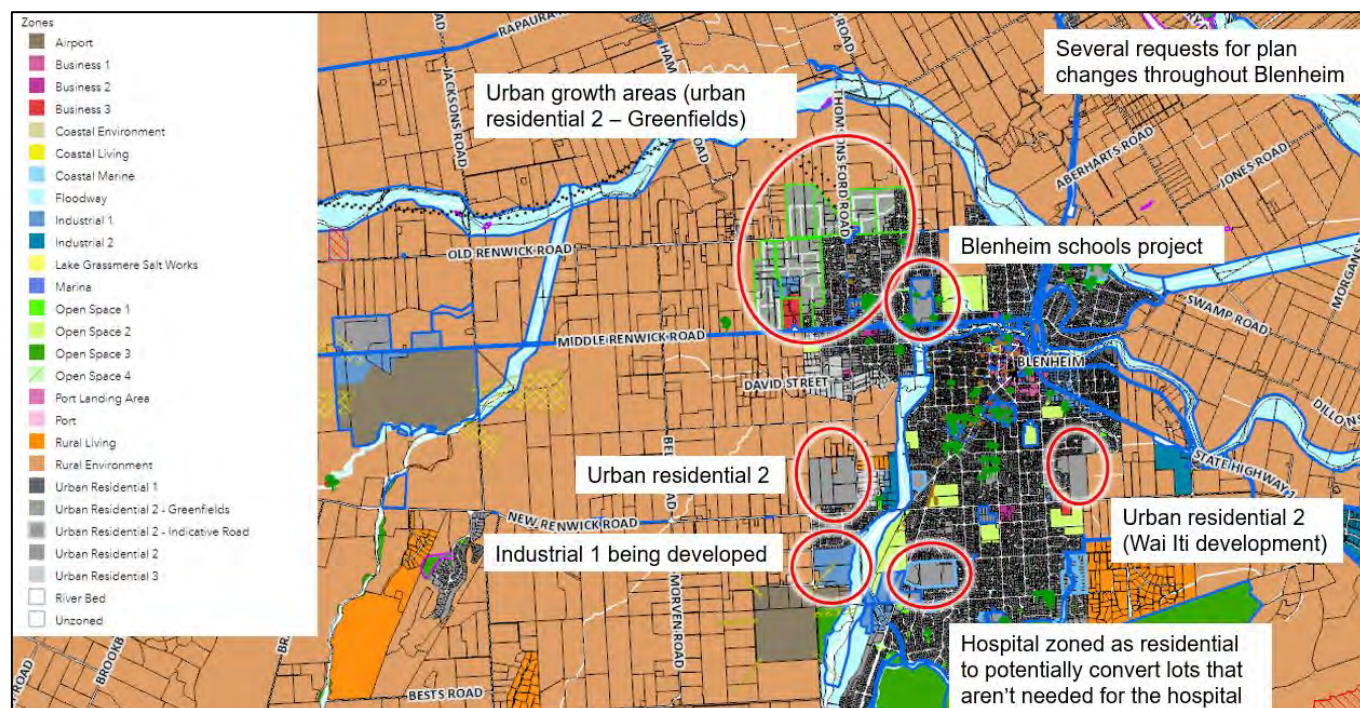


Figure 6 Future growth and development areas in Blenheim

Residential Urban Growth Areas

There are five residential Urban Growth Areas in the north-west catchment of Blenheim, with primary access to Old Renwick Road, Middle Renwick Road, and Westwood Avenue. These growth areas are zoned as Residential 2, which will allow development with minimum lot size of 450 m².

Development is subject to landowners seeking to develop with development already underway at the eastern end.

Residential – New Renwick Road

A private plan change was undertaken as part of the MEP update in 2018 to rezone rural land to Residential 2. The land can accommodate up to 370 lots; however, despite the change land has not yet been developed. Primary access will be off Battys Road and New Renwick Road.

Residential – Alabama Road

Development of the first stages of the Wai-iti Block has commenced. Primary access is to Alabama Road with a secondary access to Redwood Street via Nikau Drive.

Education – Blenheim schools rebuild (Te Tātoru o Wairau)

The Ministry of Education currently have a project underway to co-locate Marlborough's Girls' and Boys' Colleges to a new shared campus and relocate Bohally Intermediate to College Park. This is expected to consolidate journeys to education trips in the morning and afternoon, and before and after school travel peaks.

The future use of the Marlborough Boys' College site is not confirmed.

Industrial – Aerodrome Road

There are two undeveloped properties classed for future industrial development, located on Aerodrome Road adjacent to Omaka Landing and Omaka Aerodrome. It should be noted that due to the proximity to the aerodrome, the Runway Protection Area overlaps with these properties, for take-off and landing protection.

Residential – Hospital

The underlying zone for the land owned by Wairau Hospital is Residential 2. It is understood that there is surplus land and that there have been discussions regarding the potential for residential development.

5.2.2 Picton

In Picton growth opportunities are relatively limited given geographic constraints and availability of developable area. Figure 7 highlights two key areas for future growth potential and development in Picton.

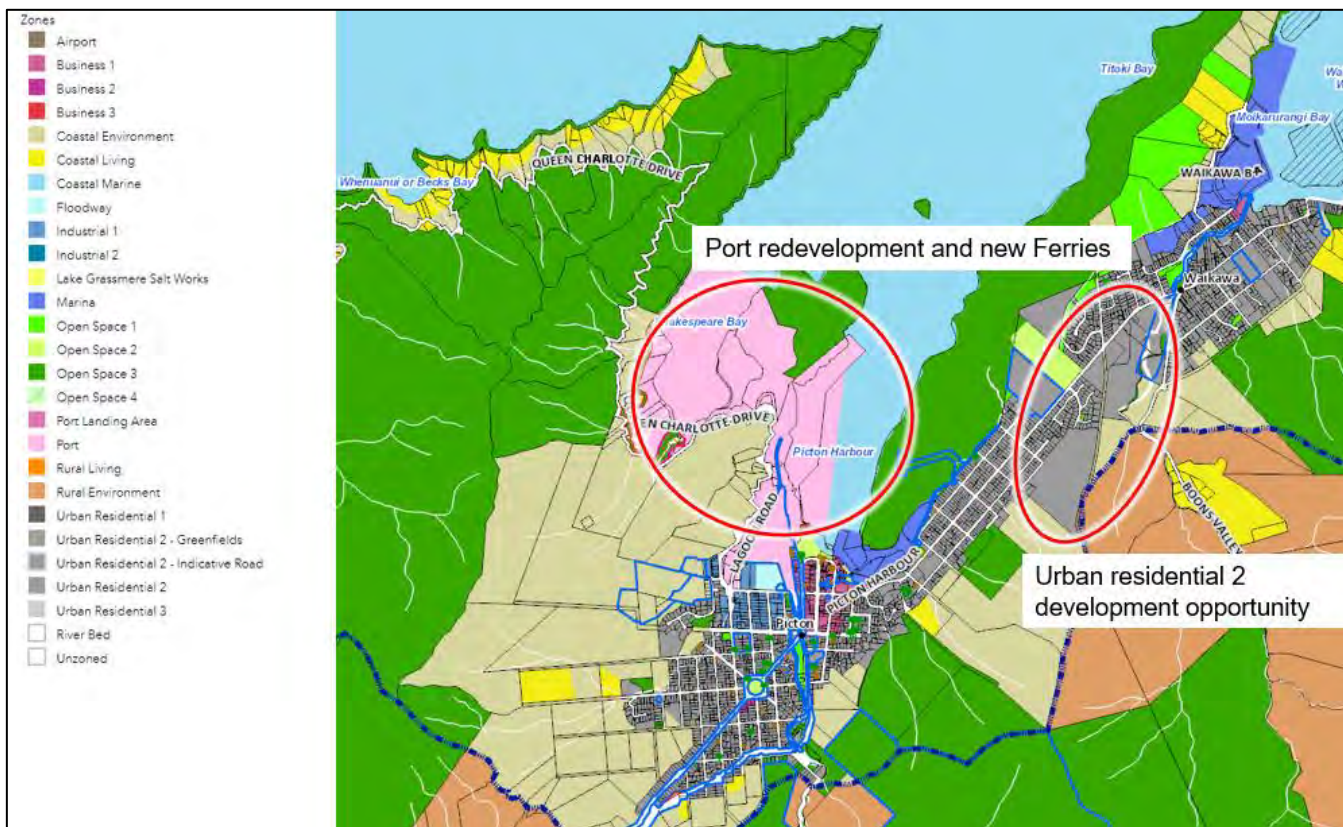


Figure 7 Future growth and development areas in Picton

Port development

There is ongoing development within Port Marlborough and the Marina areas around Picton Harbour.

KiwiRail is replacing the ferry fleet with larger ferries requiring significant redevelopment of the Port to cater for these. The Waitohi Picton Ferry Precinct Redevelopment project is being implemented through a partnership between KiwiRail, Port Marlborough, Marlborough District Council and Waka Kotahi. The project involves the existing ferry precinct at Picton being substantially upgraded to provide a safer and more reliable service and to cater for the two new KiwiRail ferries when they arrive in 2025 and 2026.

Plans are to construct a new ferry terminal and wharf, update marshalling areas, improve transport connections, and beautify the ferry precinct.

The key local roading changes that will be completed alongside the project include:

- Relocating SH1 from Auckland Street, Nelson Square and Wairau Road to Kent Street
- Dublin Street over-bridge and subsequent cul-de-sac at Market Street
- Wairau level crossing safety improvements and making Broadway west a cul-de-sac
- Improved walking connections between the ferry terminal and township
- Intersection improvements at Kent / Wairau and Kent / Dublin / Lagoon / Queen Charlotte Drive

Urban residential 2

Residential growth opportunities exist for Picton on the hills to the east of the town centre behind Waikawa Road. While there are undeveloped residential areas, it is understood that some of this land has significance importance to the Iwi, therefore is not likely to contribute to future growth for Picton.

6. Network Operating Framework Development

When considering a balanced transport network approach using numerous transport solutions, it is important that there is a consideration of how the different road user groups use the network.

This Network Operating Framework takes an integrated approach to support existing and future business cases, land use development considerations and mode prioritisation in Blenheim and Picton.

Challenges specific to the network through Marlborough are important to consider, for example the Port redevelopment which may relocate the SH1 from Nelson Square / Wairau Road and Auckland Street to Kent Street through Picton, and the interaction between port traffic and local traffic.

The following sections in this report outlines the strategic objectives and guiding network principles for the respective modes and associated modal priority networks.

Appendix A contains the strategic network map set, including combined network maps for all modes.

6.1 Network Operating Framework Horizon

Network Operating Frameworks adopt a future time horizon for mapping priority networks based on existing land use and growth assumptions to consider the functions of a future aspirational network. This allows the impacts of future changes in land use and growth to be considered in present day transport network planning and avoids focussing on current network challenges.






In the case of Marlborough a broad 10-year horizon was considered when developing the strategic network. Consideration was given to the strategic policy and planning documents outlined in Section 4 together with the existing and future land use developments outlined in Section 5.

6.2 Strategic Objectives and Principles Development

Strategic objectives and principles provide a guideline for the development of a strategic road network. The Marlborough NOF strategic objectives draw on stakeholder knowledge, existing policy and planning goals and visions to confirm the development of a common set of strategic objectives and principles to inform the network. These are reflective of existing policy and planning visions and objectives from a national through to local level.

Table 4 summarises the strategic objectives and principles developed and refined during workshop sessions.

Table 4 Marlborough Strategic Objectives and Network Principles

Mode	Strategic Objectives	Network Principles
	<p>Pedestrian</p> <p>A safe, convenient, and attractive network that embraces access to places of cultural significance encouraging walking as a viable mode of transport.</p>	<p><u>Primary pedestrian routes:</u></p> <p>Direct and convenient connections that provide access to retail, education, and employment areas within the town centre.</p> <p><u>Secondary pedestrian routes:</u></p> <p>Connections to primary pedestrian routes, to and from residential areas and places of education, employment, and recreation.</p>
	<p>Cycling</p> <p>A safe, convenient, attractive, and connected network that embraces access to places of cultural significance, inspiring people of all ages and abilities to cycle in Marlborough for everyday journeys.</p>	<p><u>Primary cycling routes:</u></p> <p>Direct and convenient connections that provide access to retail, education, and employment to enable a network of local on-road and off-road connections.</p> <p><u>Secondary cycling routes:</u></p> <p>Connections to primary cycling routes, to and from residential areas and places of education and employment. Routes that provide access to off-road networks.</p>
	<p>Public Transport</p> <p>A reliable, convenient local service that enables a connected community, better supporting transport disadvantaged and considering an aging resident population.</p>	<p><u>Primary public transport routes:</u></p> <p>Routes that enable connections between local residential catchments, shopping, healthcare providers, and town centres.</p>
	<p>General Traffic</p> <p>A general traffic network that provides safe, efficient, and accessible connections considering the needs of all modes to encourage a balanced and integrated transport system.</p>	<p><u>Preferred traffic routes:</u></p> <p>Key routes that enable regional and inter-regional connections providing a preferred alternative to other routes with land use conflicts.</p> <p><u>Traffic routes:</u></p> <p>Provides wider network connectivity between local catchments to and from preferred traffic routes and local primary access routes.</p> <p><u>Local primary access routes:</u></p> <p>Provides access between traffic routes and local destinations including education, employment, and recreation, and within commercial and residential areas.</p> <p><u>Local secondary access routes:</u></p> <p>Collects and distributes between local primary access routes.</p>
	<p>Freight</p> <p>Promote freight on corridors that provide reliable and resilient interregional connectivity and access supporting local businesses to operate safely and efficiently, minimising conflict with other transport modes and areas of higher place amenity.</p>	<p><u>Primary routes:</u></p> <p>Direct routes that enable freight safe and efficient access to freight hubs avoiding routes with higher place function.</p> <p><u>Secondary routes:</u></p> <p>Routes that provide local freight connectivity.</p>

6.3 Pedestrian Strategic Network

The aspirational pedestrian networks in Blenheim and Picton are those that provides a safe, convenient, and attractive network that provides access to places and encourages walking as a viable mode of transport. Stakeholders supported the promotion of a walking network that can encourage walking as an attractive choice, and not because there are no alternatives. By providing aesthetically pleasing routes, it is key for the culture of the community to achieve a shift from private vehicle reliance to alternative active modes.

Key themes discussed by stakeholders in the workshop sessions that informed development of the strategic objective and principles included:

- Primary pedestrian routes are focused within the central “community hubs” in Blenheim and Picton, where the secondary routes provide the connections to and from these hubs and primary routes.
- Secondary pedestrian routes are focused on the key corridors that could enhance the network coverage with better connectivity between residential, commercial, and retail, education, and recreational areas.
- The key north-south connections between the southern residential catchments, central schools, and the Blenheim town centre were identified as Scott Street, Weld Street, Howick Road, and Taylor Pass Road.
- The importance of catering to education centres and retirement home areas.
- It was recognised that some community members have difficulty crossing the road in some locations, particularly with mobility scooters near retirement homes.
- Providing parallel walking routes to SH1 and SH6 in Blenheim, including High Street and Parker Street
- Alabama Road was discussed and recognised as being constrained, therefore alternative routes in the areas were investigated, such as connections through the new developments under consideration.
- Taylor River and Riverlands Rail Trail have been considered as key off-road routes to achieve a well-connected network.
- Wairau Road, Dublin Street, Broadway, and Waikawa Road were identified as key secondary walking corridors through Picton, to recognise the important wider community connectivity.
- Wairau Road (between Broadway and London Quay is currently SH1) has been identified as a secondary route, under the assumption that this section will not be SH1 in the future.

Strategic Objective

A safe, convenient, and attractive network that embraces access to places of cultural significance encouraging walking as a viable mode of transport.

The pedestrian strategic objective has been developed with an aspiration to create an aesthetically pleasing network that can safely accommodate walking, such that it encourages walking as a “want” rather than “have to” mode in Blenheim and Picton.

Network Principles

Primary pedestrian routes: Direct and convenient connections that provide access to retail, education, and employment areas within the town centre.

Primary routes are identified with a focus on the key streets located within the “community hubs”. These include:

- In Blenheim, focus has been made to the roads bordered by, and including, High Street, Seymour Street, Maxwell Road, Main Street and Symons Street
- In Picton, focus was made to High Street, Wellington Street, London Quay and Dublin Street between Auckland Street and Wellington Street, plus the pedestrian paths along the waterfront and marina which provide walking connections to the ferry terminals

Secondary pedestrian routes: Connections to primary pedestrian routes, to and from residential areas and places of education, employment, and recreation.

Several secondary pedestrian routes are identified as connections between the primary routes and surrounding residential and education catchments. These key routes include:

Blenheim

- Maxwell Road, Howick Road, Weld Street and Scott Street as they connect southern catchments to the town centre.
- The Taylor River Trail as it is an alternative off road route that connects the south and south-east catchments to the town centre and beyond.
- The Riverlands Rail Trail as it is an alternative attractive off-road route that connects the south-west catchments to the town centre and beyond.
- High Street, Lakings Road and Parker Street as they connect western catchments to the town centre and provide an alternative route to SH6.
- Lakings Road and Sheps Park to connect to Westwood from the west and Murphys Road to connect to Westwood from the north.
- connections through the new urban residential developments in Blenheim.
- Hutcheson Street as a connection to Lansdowne Park.

Picton

- Dublin Street, Broadway, and Buller Street as they connect the western catchments to the town centre.
- Waikawa Road as it connects the eastern catchments, including retirement aged homes, Queen Charlotte College and Waikawa Bay School.

The remaining secondary routes provide localised linkages between other primary routes across Blenheim and Picton. The priority pedestrian routes are illustrated in Figure 8 and Figure 9.

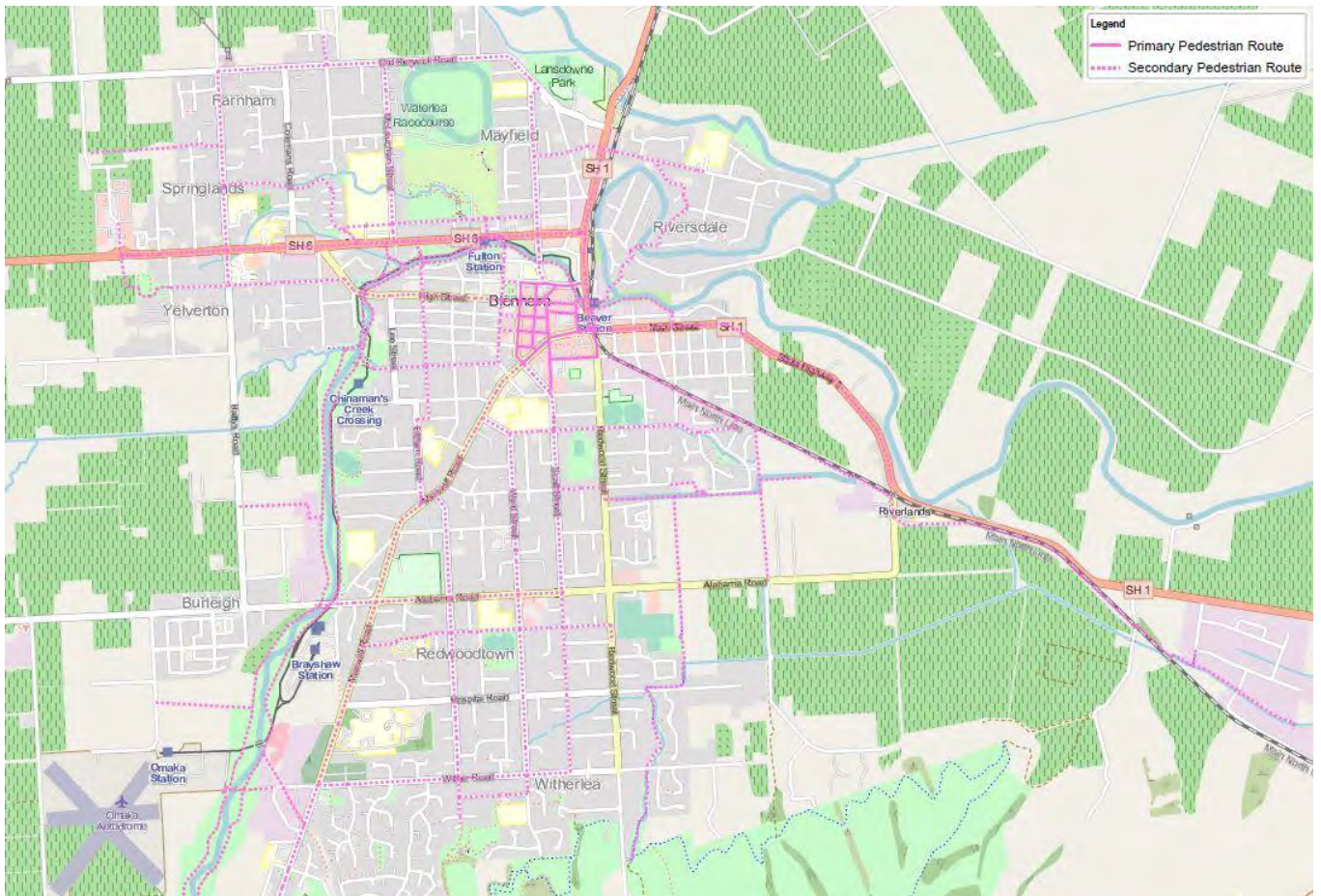


Figure 8 Pedestrian Strategic Network – Blenheim

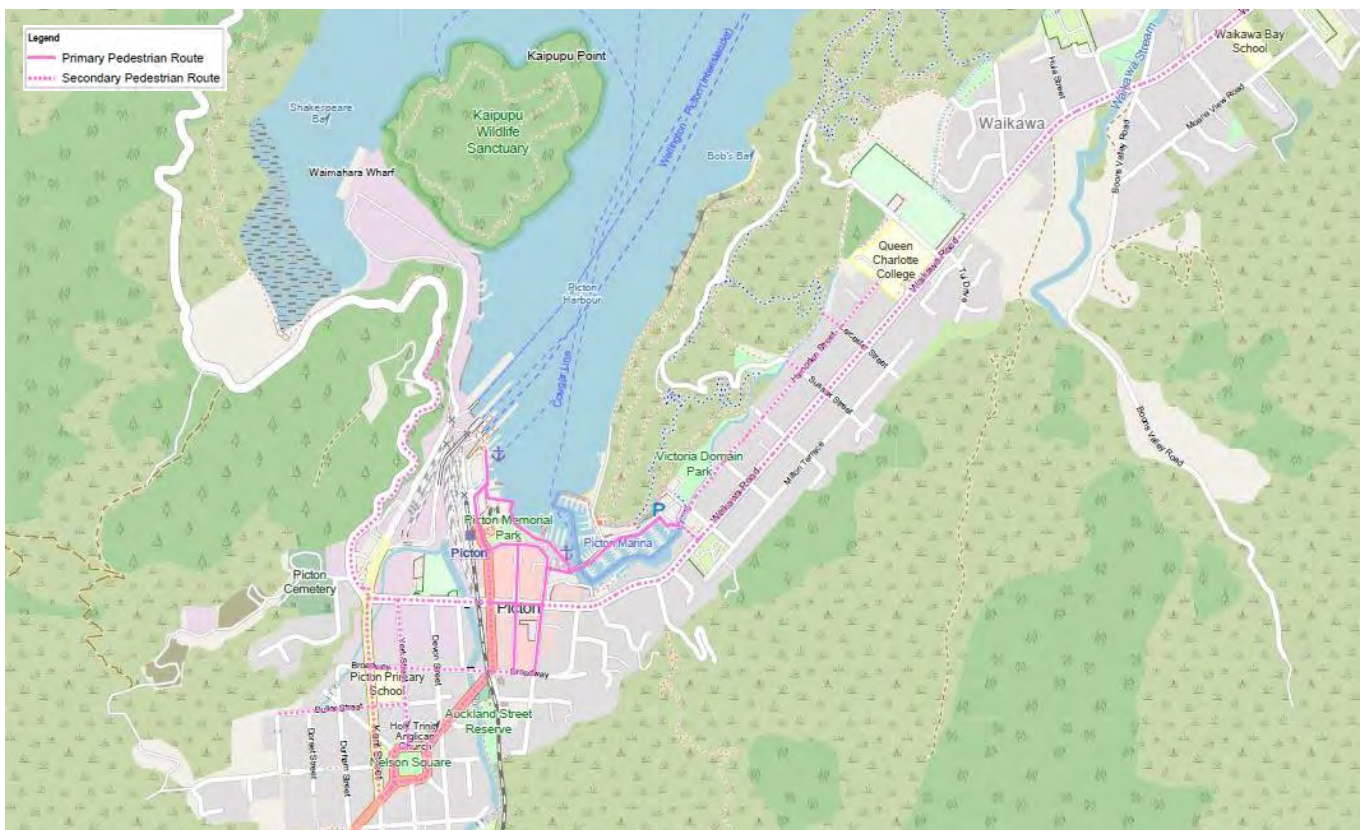


Figure 9 Pedestrian Strategic Network – Picton

6.4 Cycling Strategic Network

The visions and outcomes sought for cycling are like the outcomes sought for pedestrians. Workshop discussions highlighted aspirations for a convenient and connected network, while creating an attractive route for people of all ages and abilities to cycle.

Key themes that informed the development of the strategic objective and principles included:

- Consider accessibility to places of cultural significance
- Cycling facilities are mainly for recreational off-road purposes, therefore there is a gap where commuter and leisure urban trips are not happening.
- The current bus services in Marlborough are not considered to attract the demand required to achieve a significant mode shift, therefore improving the cycle routes could achieve the aspirational mode shift.
- Cycling was recognised as an important role in facilitating connections with off-road routes and corridors that minimise any significant conflict with general traffic.
- Like the pedestrian routes, there are opportunities for several parallel cycling corridors adjacent to the SH6 in Blenheim.
- The secondary cycling routes have focused on the key corridors that could enhance the network coverage with better connectivity between residential catchments, commercial, retail, education, and recreational areas.
- Alabama Road was discussed and recognised as being constrained, therefore alternative routes in the areas were investigated, such as connections through the new developments under construction.
- Taylor River Trail and Riverlands Rail Trail are considered key off-road routes to achieve a well-connected network.

Cycling is now a broad definition including micro-mobility devices that travel at ≥ 10 km/h such as electric scooters and e-bikes.

Strategic Objective

A safe, convenient, attractive, and connected network that embraces access to places of cultural significance, inspiring people of all ages and abilities to cycle in Marlborough for everyday journeys.

The strategic objective focuses on forming a network that inspires cycling as a preferred mode choice for everyday journeys, beyond recreational purposes, and improve accessibility to places of tourism and cultural significance.

Network Principles

Primary cycling routes: Direct and convenient connections that provide access to retail, education, and employment to enable a network of local on and off-road connections.

The primary cycle routes are focused on the main routes travelling in/out of the Blenheim and Picton town centres. These streets include:

Blenheim

- SH6 from Westwood to Hutcheson Street, to capture the western catchments.
- Maxwell Road, Scott Street, Alabama Road, and the Riverlands Rail Trail to capture the south and south-west catchments.
- Beaver Road and Eltham Road which currently have cycle treatments and serve as a north-south connection to local schools, Taylor River Trail, and Maxwell Road.
- Encourage and enable a safe route as part of the Whale Trail.

Picton

- SH1, including Auckland Street, Nelson Square and Wairau Road as a north-south connection and includes connection to the passenger terminal for KiwiRail where cycles on the ferry will disembark.
- Dublin Street and Waikawa Road as an east-west connection to capture the eastern catchments.
- Encourage and enable a safe route as part of the Whale Trail.

It is noted that the cycle network has been considered to roughly compliment the pedestrian network, where it is admirable to provide facilities that cater to the needs of both modes.

Secondary cycling routes: Connections to primary cycling routes, to and from residential areas and places of education and employment. Routes that provide access to off-road networks.

The secondary cycling routes are focused on the following key streets:

Blenheim

- Charles Street, Lakings Road and Parker Street are the east-west connections as an alternative route parallel to SH6 through Blenheim
- Hutcheson Street provides a connection with Lansdowne Park, to capture a key recreational facility in Blenheim.
- Howick Road, Weld Street and Redwood Street are the north-south connections to capture the southern catchments.
- Kinross Street, Scott Street and Seymour Street are identified as an interim route around the south of the town centre.
- The Taylor River Trail connecting to the south and south-west catchments is considered an alternative attractive route to supplement the on-road cycling facilities,
- Lakings Road and Sheps Park to connect to Westwood from the west and Murphys Road to connect to Westwood from the north
- connections through the new residential developments and school redevelopment

Picton

- Broadway, Wellington Street and Canterbury Street including the off-road path along the Waitohi River, to capture the southern catchments of Picton.
- Hampden Street and the off-road path through is an alternative route parallel to Waikawa Road.
- The Link Pathway along Queen Charlotte Drive captures a tourist route.

The strategic cycling network is illustrated in Figure 10 and Figure 11.

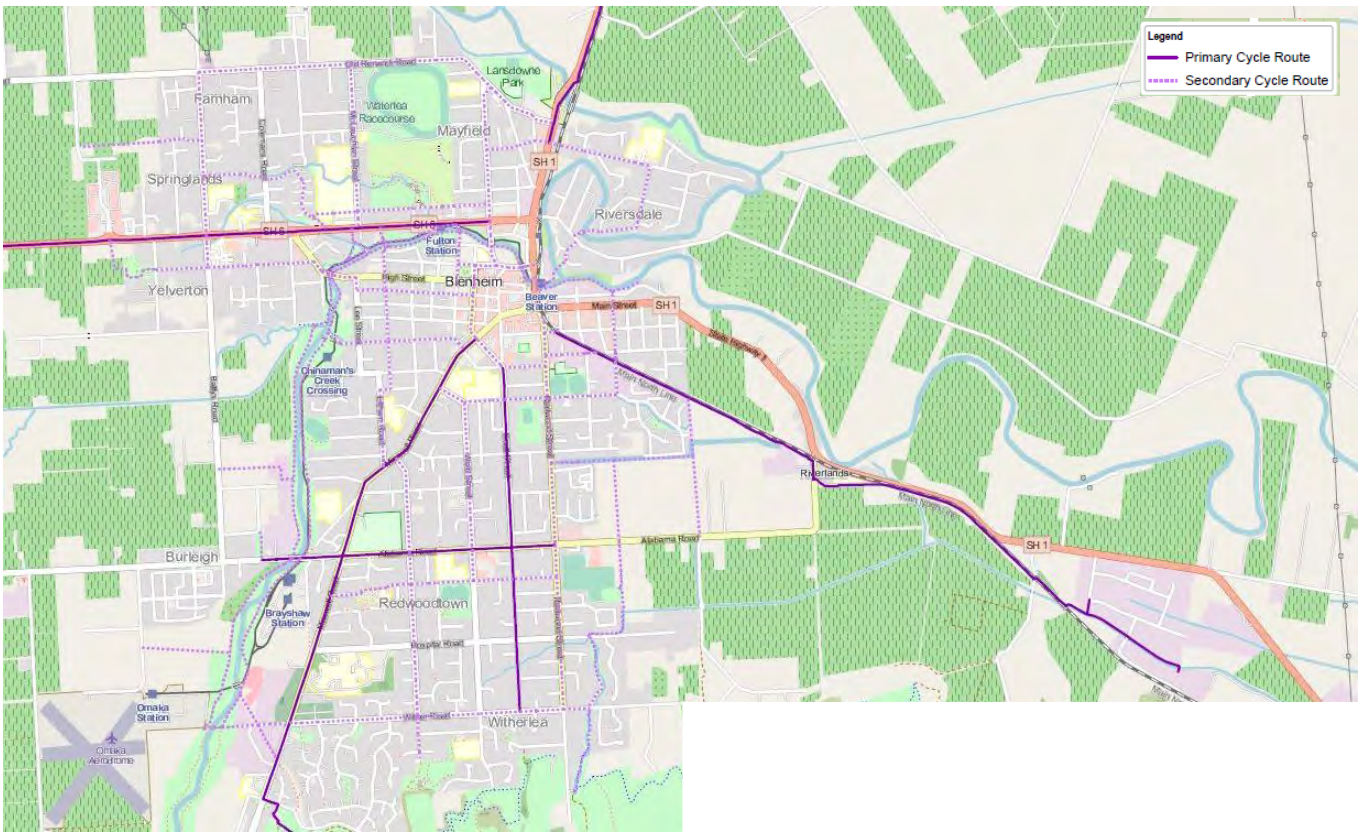


Figure 10 Cycling Strategic Network – Blenheim

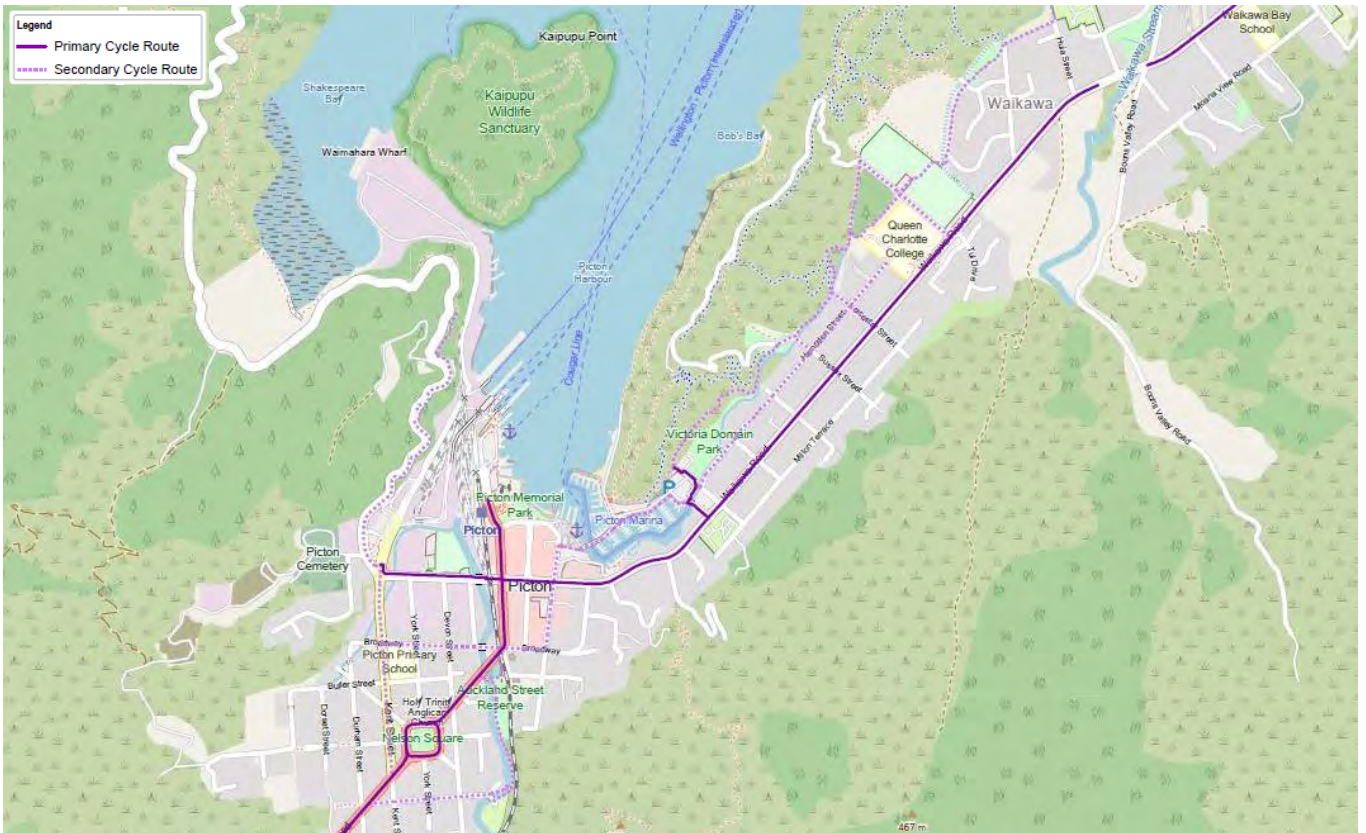


Figure 11 Cycling Strategic Network – Picton

6.5 Public Transport Strategic Network

Marlborough currently has a local bus service comprising of four bus routes through the region, which has not been reviewed as part of this network operating framework.

The public transport strategic objective and network principle have been developed for consistency and to inform future network planning for public transport. It is recommended these are used to inform a future review of public transport in Marlborough.

Strategic Objective

A reliable, convenient local service that enables a connected community, better supporting transport disadvantaged and considering an aging resident population.

Network Principle

Primary public transport routes: Routes that enables connections between local residential catchments, shopping, healthcare providers, and town centres.

The Marlborough District public transport network comprise four routes that are shown in Figure 12.

It should be noted that the Public Transport has remained unchanged from the current network and has been considered adequate for the purpose of this network operating framework.



Figure 12 Marlborough District Public Transport Network

6.6 General Traffic Strategic Network

Despite encouraging sustainable transport, vehicle traffic is still the dominant form of travel within Blenheim and Picton. It is therefore important to develop and consider a future hierarchy that enables sustainable modes of transport to grow while considering vehicle user requirements. It is also important to consider amenity values of the adjacent land uses, in particular the town centres.

Key themes noted in discussions that informed the development of the strategic objective and principles include:

- A need for an alternative north-south connection to reduce local reliance on SH1.
- Long term possibilities for a more direct ring road around the town centre in Blenheim.
- Prioritisation balance to be achieved between Old Renwick Road and SH6.

It was noted that there are significant traffic movements on Main Street, bisecting the commercial centre. High levels of through traffic movements impact amenity values of visitors to retail areas and the need for consideration for a future ring road to provide an alternative route was noted.

While other modes only have a primary and secondary hierarchy, four levels are used in the general traffic road network to enable the alternative transport requirements to be recognised.

Strategic Objective

A general traffic network that provides safe, efficient, and accessible connections considering the needs of all modes to encourage a balanced and integrated transport system.

The general traffic strategic objective has been developed to create a safe network that achieves a balance between all modes and contributes to unlocking barriers for people to consider alternative modes.

Network Principles

The network principles for the four-tiered hierarchy are described below:

Preferred traffic routes: Key routes that enable regional and inter-regional connections providing a preferred alternative to other routes with land use conflicts.

Traffic routes: Provides wider network connectivity between local catchments to and from preferred traffic routes and local primary access routes.

Local primary access routes: Provides access between traffic routes to and from local destinations including education, employment, and recreation, and within commercial and residential areas.

Local secondary access routes: Collects and distributes between primary local access routes.

For Traffic Routes it was noted these routes would typically provide critical local connections where disruptions and delays could otherwise have detrimental effects on communities, people's livelihoods, and the economy.

All other roads within the plan area not classified as preferred traffic routes, traffic routes or local primary and secondary access routes are considered local destination routes with no specific priority.

Blenheim

With a focus on the regional and inter-regional connections, state highways were identified as the preferred traffic routes. This maintains alignment with intended function, and captures both the local, regional, and tourist traffic.

Several roads have been identified as traffic routes to capture the arterial connections into the state highway network. This includes Old Renwick Road, and New Renwick Road acting as parallel routes to SH6. High Street, Maxwell Road, Redwood Street and Hutcheson Street have been identified as traffic routes to capture the more central traffic movements, as well as future development.

Several routes have been identified as local primary access routes to create connections between residential and commercial areas and local destinations. These roads include Battys Road, Murphys Road, Mclauchlan Street and Budge Street. Kinross Street, Scott Street, Seymour Street, and Alfred Street form primary access routes circulating around Blenheim town centre.

The strategic general traffic network for Blenheim is in Figure 13 below.

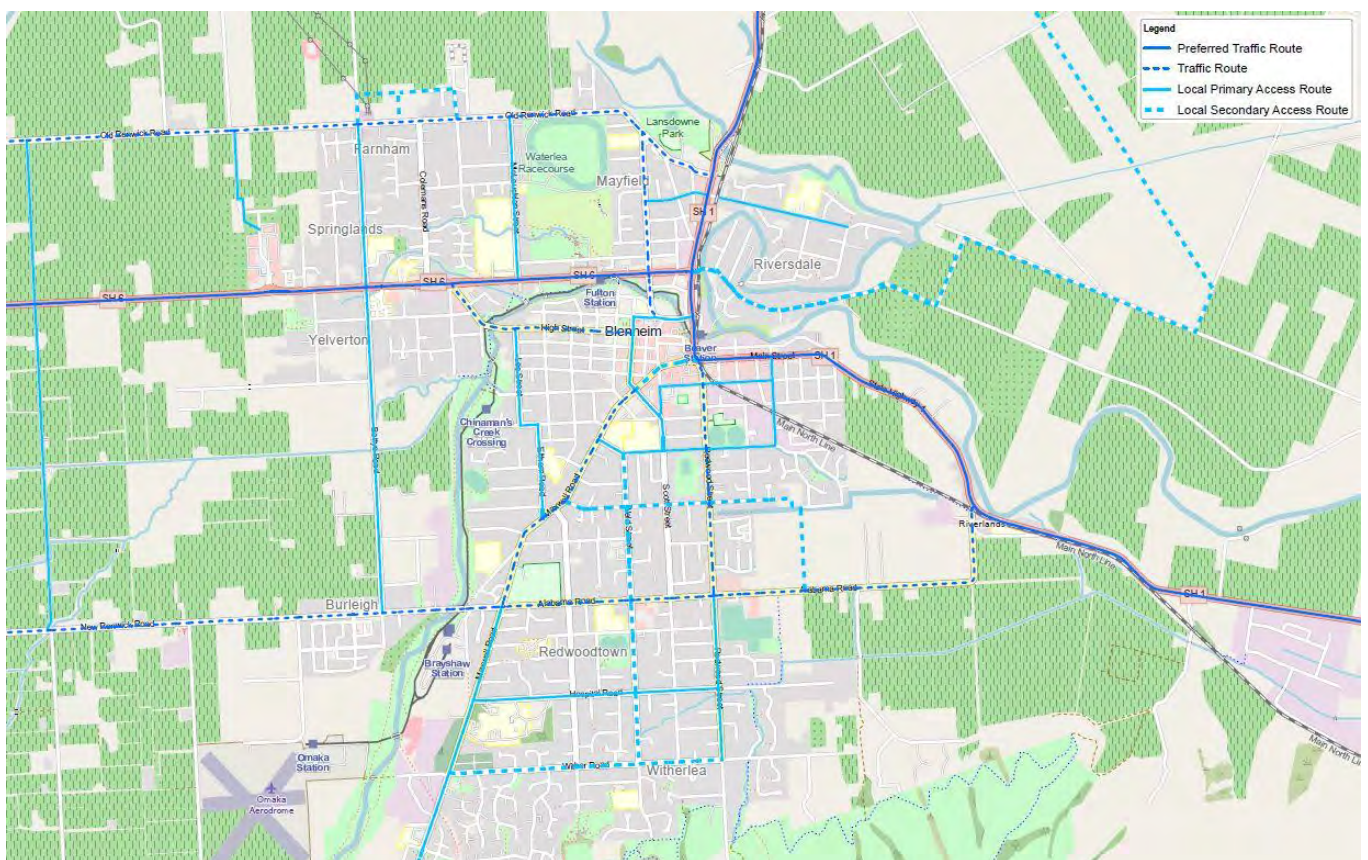


Figure 13 General Traffic Strategic Network – Blenheim

Picton

The change in status for SH1 in Picton has been reflected in Kent Street being the preferred traffic route and provides the opportunity to consider Nelson Square and Auckland Street in a local road context, as a traffic route that captures southern Picton as a north-south link.

Dublin Street and Waikawa Road have also been identified as traffic routes to provide the east-west link through Picton.

Queen Charlotte Drive is recognised as an important local primary access route as a scenic alternative connection between Picton and Nelson.

Wellington Street, and Broadway form a ring road around the town centre in Picton, connecting with the traffic routes on Auckland Street and Dublin Street. York Street and Buller Street capture the local connectivity to industrial and car-centric commercial areas.

The strategic general traffic network for Picton is illustrated in Figure 14 below.

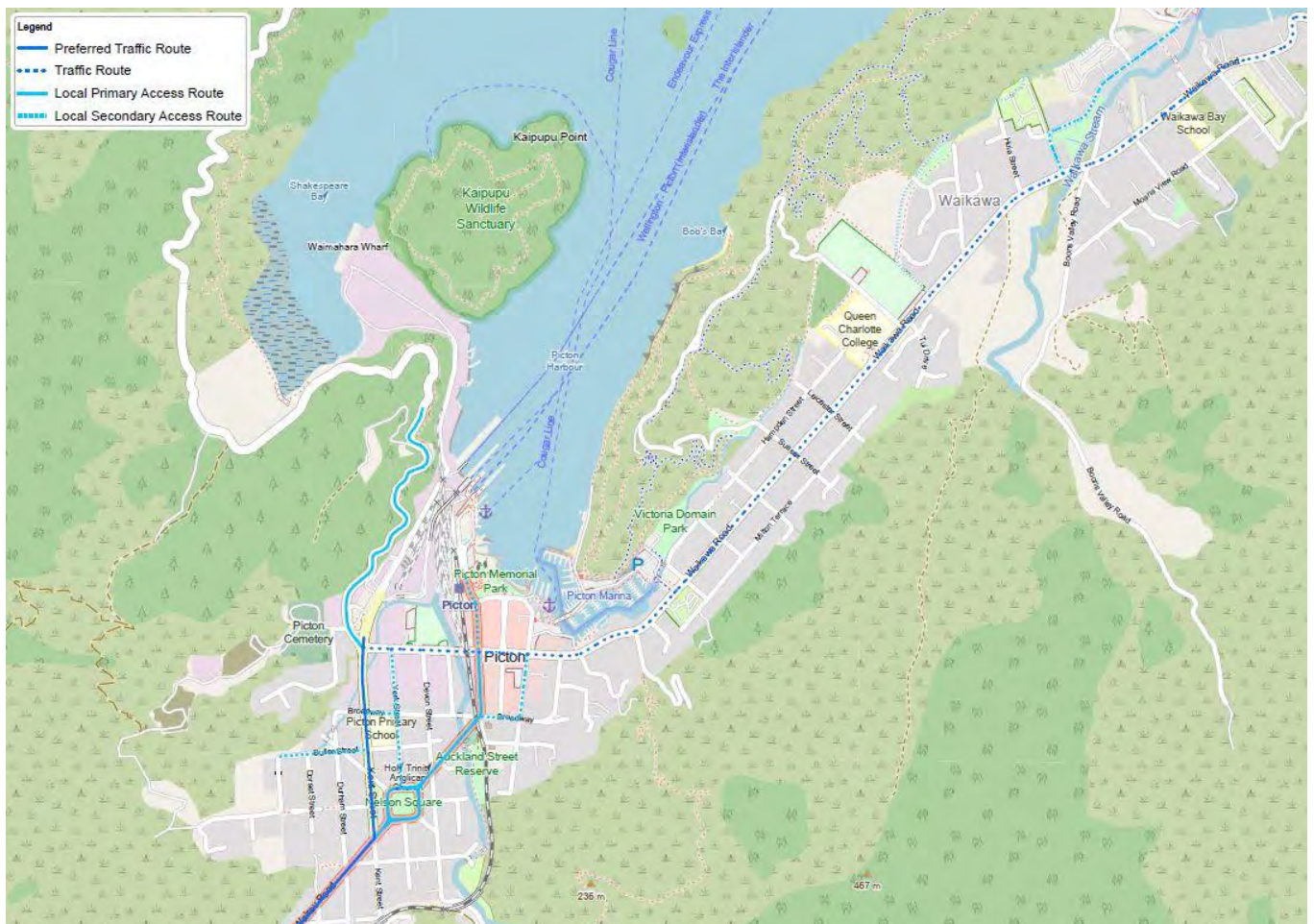


Figure 14 General Traffic Strategic Network – Picton

6.7 Freight Strategic Network

All road freight from the North Island enters the South Island at Picton and disperses through Marlborough and adjoining regions. The Picton ferry terminals and SH1 form a necessary and key component of the national freight network; however, it also means that there are unavoidable and necessary interactions between freight and other modes.

Taking into consideration the importance of freight and the need to balance movements on the network, the following key themes informed the strategic objective and principles:

- Focus on the state highway network as the primary freight routes, with the supporting local roads as secondary routes.
- Shifting heavy vehicles off Old Renwick Road onto the state highway network, therefore need to identify the north-south connections, which could include Jackson Road, and Bells Road.

Strategic Objective

Promote freight on corridors that provide reliable and resilient interregional connectivity and access supporting local businesses to operate safely and efficiently, minimising conflict with other transport modes and areas of higher place amenity.

The freight strategic objective recognises it is important to facilitate movement of freight in a reliable and resilient manner and where possible, minimise interactions with other modes and areas of higher place function.

Network Principles

Primary freight routes: Direct routes that enable freight safe and efficient access to freight hubs avoiding routes with higher place function.

The primary freight routes have focused on the state highway network, providing connectivity between Picton, Blenheim, Picton and the rest of the South Island.

Additionally, Dublin Street and Waikawa Road in Picton have been identified as a primary freight route given this is the only access to accommodate forestry catchments and Port Underwood.

Secondary freight routes: Routes that provide local freight connectivity

Within Blenheim, Alabama Road and New Renwick Road were identified as secondary freight routes to provide local connectivity in southern Blenheim.

Outside the study area, Bells Road was identified as a north-south connection between New Renwick Road and SH6, enabling and encouraging heavy vehicles to avoid the future urban residential development areas. It was noted that this has both merits and challenges, though is important to identify for future consideration. Jackson Road also provides north-south connectivity between SH62, Old Renwick Road and SH6.

The strategic freight network is illustrated in Figure 15 and Figure 16.

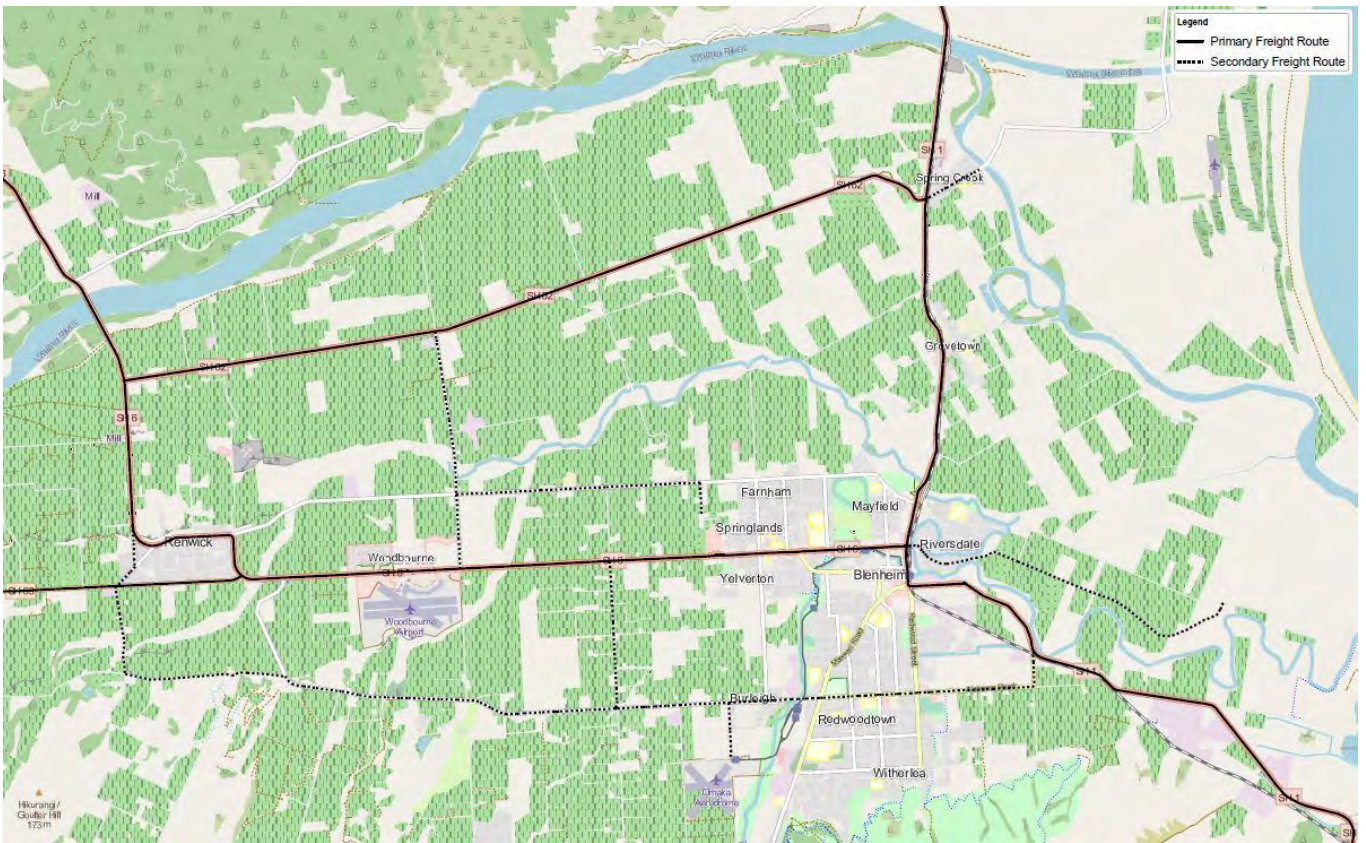


Figure 15 Freight Strategic Network – Blenheim

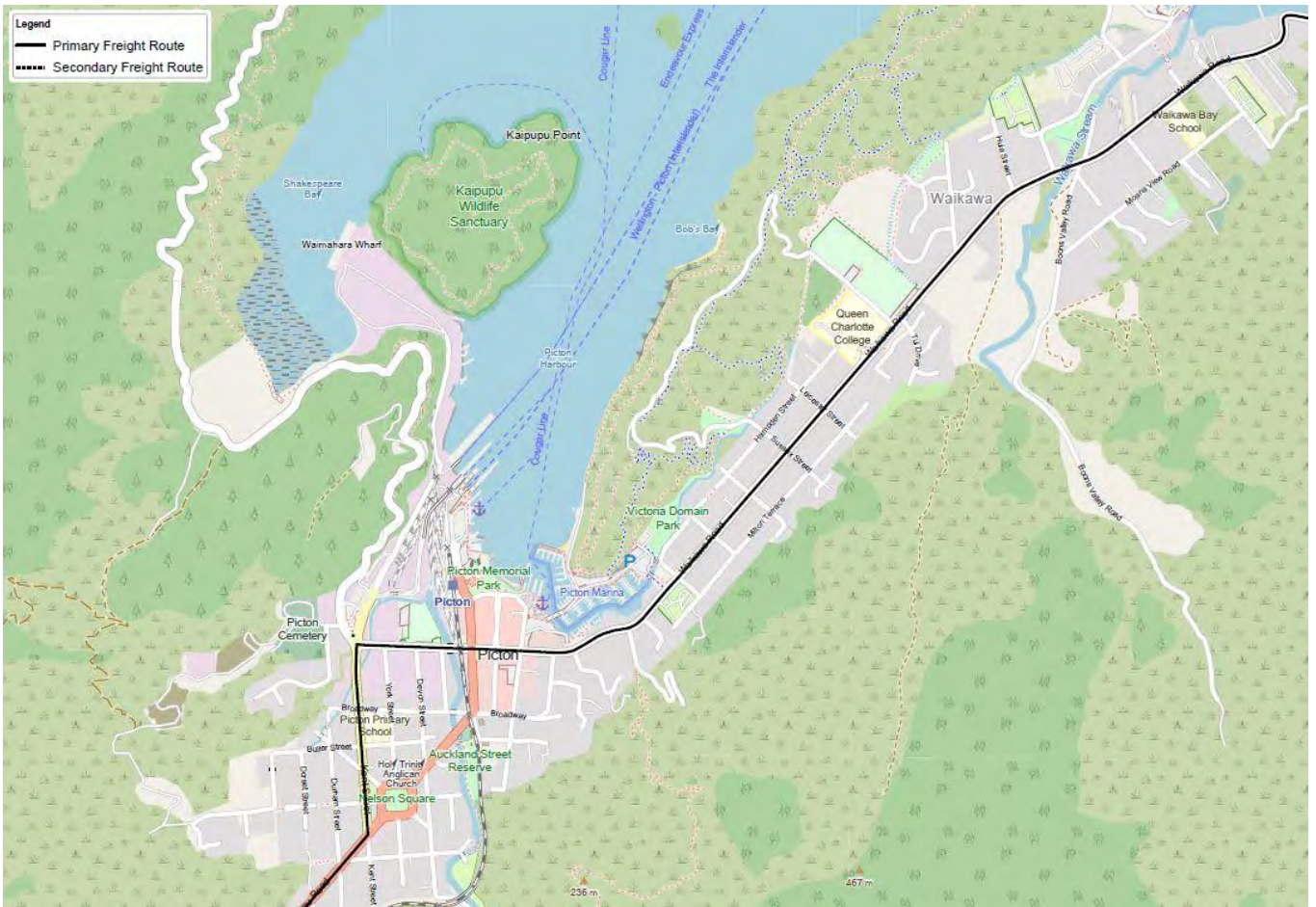


Figure 16 Freight Strategic Network – Picton

7. Modal Opportunities

An effective multi-modal transport network recognises that different modes operate in different parts of the network, at different times in the day, but in some instances land use factors can lead to modal priority conflicts. Modal conflicts can occur on roads or corridors that have several modes competing for priority.

With consideration of modal conflicts in Marlborough, potential opportunities for each mode have been identified. These have been summarised in the following section noting these are indicative only and are subject to further investigation and assessment.

7.1 Active mode opportunities

Encouraging walking and cycling for recreational purposes can also encourage uptake for transport. There is an opportunity to encourage walking and cycling beyond recreational purposes by providing better connections to trails with the broader transport network.

Connections to recreational trails

It is understood that most people who currently walk and cycle in Blenheim and Picton are doing it for recreational purposes. Therefore, there is an opportunity to encourage walking and cycling beyond recreational purposes, by providing better connections to/from these trails with the broader transport network.

In Blenheim, the Taylor River Trail is the main recreational trail in town and Wither Hill Farm Park is home to most of the recreational trails in the area. Convenient connections between the pedestrian and cycling “urban” routes and the recreational trails include:

- Parker Street (to Taylor River Trail from north of SH6)
- Wither Road, New Renwick Road, Monro Street, High Street, Beaver Road, Henry Street, Seymour Street (to Taylor River Trail from south of SH6)
- Park Terrace (to Taylor River Trail from SH1)
- Howick Road (to Harling Park)
- Brilyn Crescent (to Sutherland Stream Reserve)

Improving East-West connectivity

SH6 is a key east-west connection between the western residential catchments, Westwood, and central Blenheim. SH6 as a state highway also caters for significant through traffic and freight movements. Discussions during workshop sessions highlighted opportunities to improve the connectivity for pedestrians and cyclist along this east-west link by providing attractive parallel routes to shift vulnerable users from SH6 onto local roads. Potential parallel routes for consideration have been identified as follows:

- Lakings Road and indicative connection through Sheps Park to link with SH6, which is identified as a primary cycling route and secondary pedestrian route
- Boyce Street, High Street (for pedestrians) and Charles Street (for cyclists) to link with Seymour Street, which is identified as a primary pedestrian route and secondary cycling route
- Parkers Street with a potential connection through Marlborough Girls’ College
- Kingwell Drive, Ward Street, and Roseneath Lane with indicative connection to Rene Street and Westwood.

It is important safe and convenient active transport routes are available to schools, particularly for proposed intermediate and college sites. While the Blenheim Schools Project is not yet finalised, discussions at the workshops suggested that Ministry of Education would consider, subject to further discussions and investigation, a pathway through the new college site that could be used by the public that would connect Kingwell Drive to McLauchlan Street and beyond.

7.2 Pedestrian opportunities

During workshop sessions stakeholders supported encouragement of walking and cycling by enabling a convenient and connected network. Opportunities to improve and encourage walking have been identified.

Improving the existing footpath network

Figure 8 provides the strategic pedestrian network in Blenheim. In comparison to existing walking facilities on the network shown in Figure 4, some of the roads on the pedestrian network do not have footpaths on both sides of the road. It is suggested future footpath upgrades focus on gaps in the strategic pedestrian network outlined in this network operating framework, where there are minimal or no walking facilities.

Improving Pedestrian Facilities in New Subdivisions

It was noted that the Marlborough Environment Plan (MEP) encourages footpaths to improve amenity and accessibility for residents within the policies, but it does not expressly state that roads to be vested to Council in a new subdivision meet any specific requirements. However, it is generally considered that the Marlborough Code of Practice for Subdivision and Land Development outlines the requirements. Consideration should be given to this in future reviews.

Improving Footpath Widths

There is an opportunity to review minimum footpath widths provided in the Marlborough Code of Practice to improve the pedestrian network through enabling wider footpaths.

7.3 Cycling opportunities

Most cycle facilities in Marlborough cater for recreational purposes. There is an opportunity to encourage cycling beyond recreational by providing better cycling facilities within the urban areas and the broader transport network.

Improving On-Road Cycle Facilities

Figure 10 and Figure 11 show the strategic cycling network in Blenheim and Picton. There is an opportunity to consider reallocation of road space to provide improved on-road facilities for cyclists encouraging cycling as an alternative mode for travel, for work, education, and recreational trips. Particularly along lower priority general traffic corridors where a higher level of encouragement for cyclists could be provided.

Reallocation of road space often requires a reduction in on-street parking; however, wider consideration should be given to achieving the strategic cycle network considering both the benefits and impacts of changes for all users.

Walking and Cycling Strategy

The Marlborough Walking and Cycling Strategy (2019-2029) contains nine targets; however, many are based on increasing pedestrian and cycle trips with only one relating infrastructure improvements. The measure of success item 6 focus is to *“increase the length of on-street cycle lanes or off-street shared pathways by at least 1.5 km each year, from a baseline of 13.5 km”*. There is an opportunity to focus on this target and consider increasing the target over time.

There is also an opportunity to utilise the strategic cycling network outlined in this Network Operating Framework to inform and provide consistency in future updates to the Marlborough Walking and Cycling strategy. This will assist in providing alignment and an approach that takes consideration of multi-modal planning.

7.4 Public Transport opportunities

This Network Operating Framework did not review existing public transport routes; however, it was considered there is an opportunity to undertake a separate public transport review. The existing public transport network in Blenheim was established with similar principles of the Invercargill Bus network which includes large one-way loops around the township to provide coverage for as many households as possible. However, this involves long routes due to the one-way nature of the service. It was noted that Invercargill has recently reviewed and updated their routes to provide a more direct and frequent service in effort to encourage greater uptake.

A review of the public transport network will align with the GPS and the Carbon Emissions Plan to reduce the reliance on private motor vehicles. There is an opportunity to undertake a separate study with a view to consider if changes to the existing public transport routes would encourage and enable higher patronage, and if an on-demand service could operate in Blenheim and Picton.

7.5 General Traffic opportunities

The general traffic strategic network aims to encourage future opportunities to enhance the road network and better define the different types of roads within the urban areas for all modes. There are several areas that have been identified as potential opportunities.

Aspirational ring road around Blenheim town centre

The workshops highlighted that Blenheim does not have an intuitive ring route around the town centre. While the commercial area shown in Figure 5 extends for several blocks in each direction it was noted from workshop discussions that the core commercial area was within Alfred Street, Seymour Street, Kinross Street and Sinclair Street with a disconnect along the south. These roads are not considered to form an intuitive ring road with vehicle traffic typically using Main Street. Marlborough District Council noted earlier studies including the Wairau Plains Transport study and the Marlborough Growth Strategy have highlighted the need for a clear ring road to enhance the central area. The workshop stakeholders considered that a ring road could consider more direct connections between Maxwell Street and Redwood Street or State Highway 1 such as Kinross Street or others.

A ring road would provide opportunity encourage traffic away from the town centre and increase activated frontage on Main Street, more consistent with Scott Street and Market Street. However, it is important to note this network operating framework has only identified the opportunity, a detailed study and assessment should be undertaken to investigate the feasibility and viability.

Relocating SH1 in Picton

The potential status change of SH1 through Picton creates the opportunity to demote the general traffic function of SH1 (i.e. Wairau Road and Auckland Street) and create more activated frontage. In particular, Auckland Street between Broadway and London Quay, borders the western edge of the town centre and by reducing priority on this route will enable opportunities to improve pedestrian and cycling facilities along with public amenities.

Traffic calming

Figure 13 and Figure 14 shows the strategic general traffic network in Blenheim and Picton, respectively. Roads that are not designated as one of the four tiers are local destination roads with no specific priority. There is an opportunity to consider urban transformation projects for some of these streets as “streets for people” with traffic calming, reduced speed limits, and allowing the community to use the street in a safer environment.

North – south connections outside study area

Stakeholders noted that Jackson Road and Bell Road are known by locals for direct connections between SH62, SH6 and New Renwick Road, to avoid Renwick and Blenheim. Classification of these routes recognises the opportunity to consider improvements that encourage through traffic redistribution away from parallel routes.

Bells Road has been identified as a primary local access route, to align with both the local usage between SH6 and New Renwick Road. This aims to also support and encourage Battys Road to focus on serving future residential development and local connections rather than regional connections.

7.6 Freight opportunities

New Zealand's freight and supply chain system is facing some big changes over the next 30 years with challenges to resilience, decarbonisation, productivity, and broader wellbeing. Te Manatū Waka Ministry of Transport has prepared an issues paper as preliminary work on the New Zealand freight and supply chain strategy. The strategy is likely to include ways to decarbonise New Zealand's freight network including a push to put more freight onto rail. The implications of these changes within Marlborough will be most noticeable on the state highway network.

The iRex project will potentially alter freight movements over the next decade with an improvement to rail haulage which may reduce the reliance on the road network for long haul freight movements.

7.7 Opportunities to apply Network Operating Framework

Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 came into effect in May 2022. The new rule has several requirements including developing a Speed Management Plan, reducing speed limits around schools, and ensuring that the National Speed Registrar contains the correct information for Marlborough. There is an opportunity to utilise the strategic networks for general traffic, freight, walking and cycling, when considering suitable future speed limits.

One Network Framework opportunity

The One Network Framework is Waka Kotahi's new national classification system. It acknowledges both the role of movement and place in the classification of the network. All Streets in New Zealand have been classified according to its existing function with Councils being asked to identify aspirational networks next. The aspirational networks will aim to reflect the strategic function of the network in the future i.e. how we want the network to perform in 10–15 years' time. The Network Operating Framework can assist in developing the aspirational One Network Framework.

Further information on the One Network Framework including the preliminary ONF maps for Blenheim and Picton is included in the following section 8.

Application of NOF

The development of this Network Operating Framework provides a forward-looking strategic network for different user mode types on the network. There is an opportunity to utilise the strategic networks developed to inform updates to wider planning and policy, and to provide consistency when establishing and updating existing network hierarchies. The NOF can be seen as a foundation framework that provides a multi-modal view of the network aspirations.

8. One Network Framework

Waka Kotahi introduced the One Network Roding Classification (ONRC) system in 2013. ONRC is a classification system, which divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available. ONRC is being replaced by the One Network Framework (ONF) which takes more consideration of the adjacent land use around our roads. ONF assists in more complex urban environments, where there are several competing demands on limited road and street space, and a range of modes to be accommodated. ONF was introduced in April 2021.

The first step of the ONF is to establish the classification of the existing roads and identify performance measures for each classification to establish existing levels of service. The next step is to develop an anticipated future network undertaken together with the NOF.

The output of the two frameworks is an agreed future one network vision which identifies the performance gaps that need closing to achieve this future. This informs various investments such as Network Operating Plans, AMPs and their programmes, Low-Cost Low-Risk (LCLR) programmes, asset management programmes, and business cases.

The preliminary ONF for Blenheim and Picton are shown in Figure 17 and Figure 18 below.

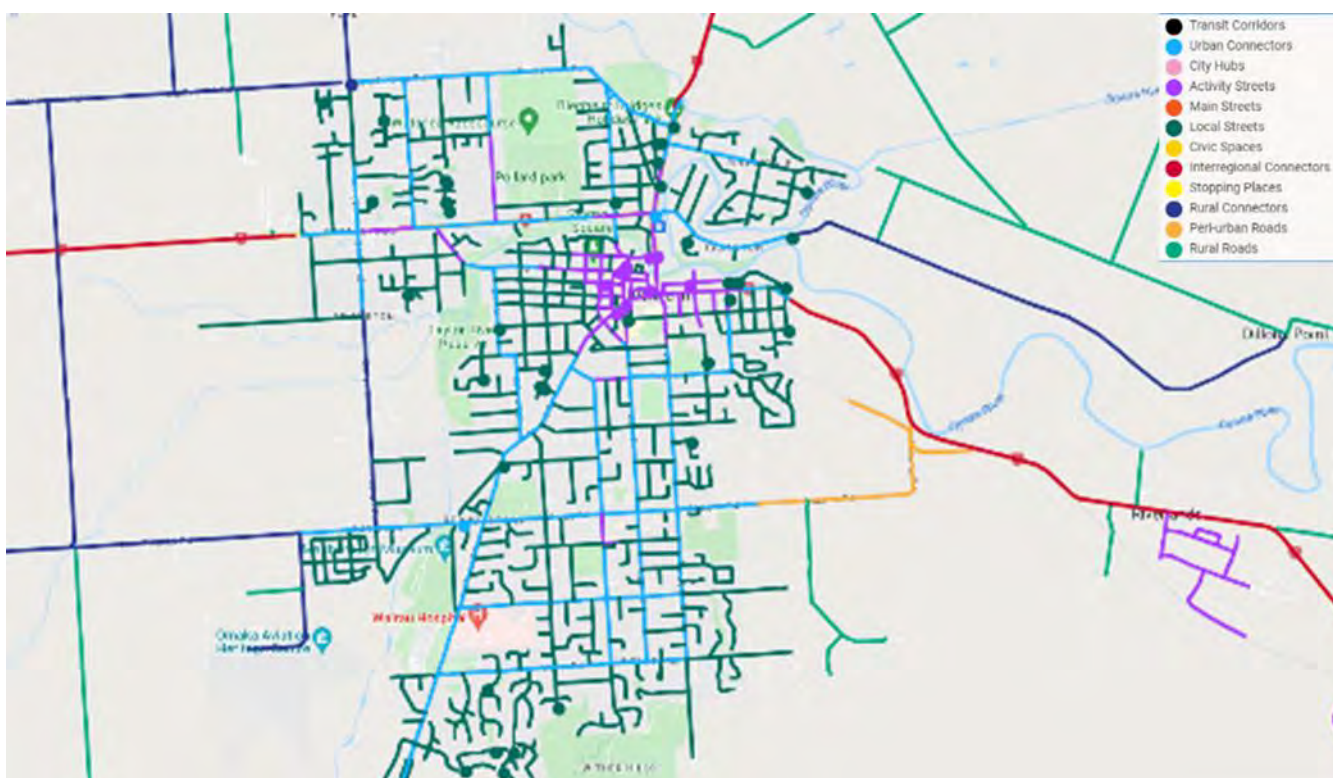


Figure 17 Blenheim One Network Framework



Figure 18 Picton One Network Framework

9. Conclusion

The Network Operating Framework supports transport planning by providing inputs required for an aspirational transport network. This Network Operating Framework developed strategic objectives and principles, developed a strategic network, assigned priorities for each mode. The process has identified an aspirational priority network for each mode for the next 10 years. This was undertaken by linking the aspirational 'movement' function for user of the transport network with the 'place' function of the adjacent land use, while aligning with the 10-year strategic vision. An integrated approach was taken involving stakeholders and considering all user types on the transport network with the strategic objectives in mind.

With input from local stakeholders, strategic objectives for the transport network were established to represent the aspirations to have a transport network that provides choice for different user modes for safer, more accessible, and direct journeys to key destinations.

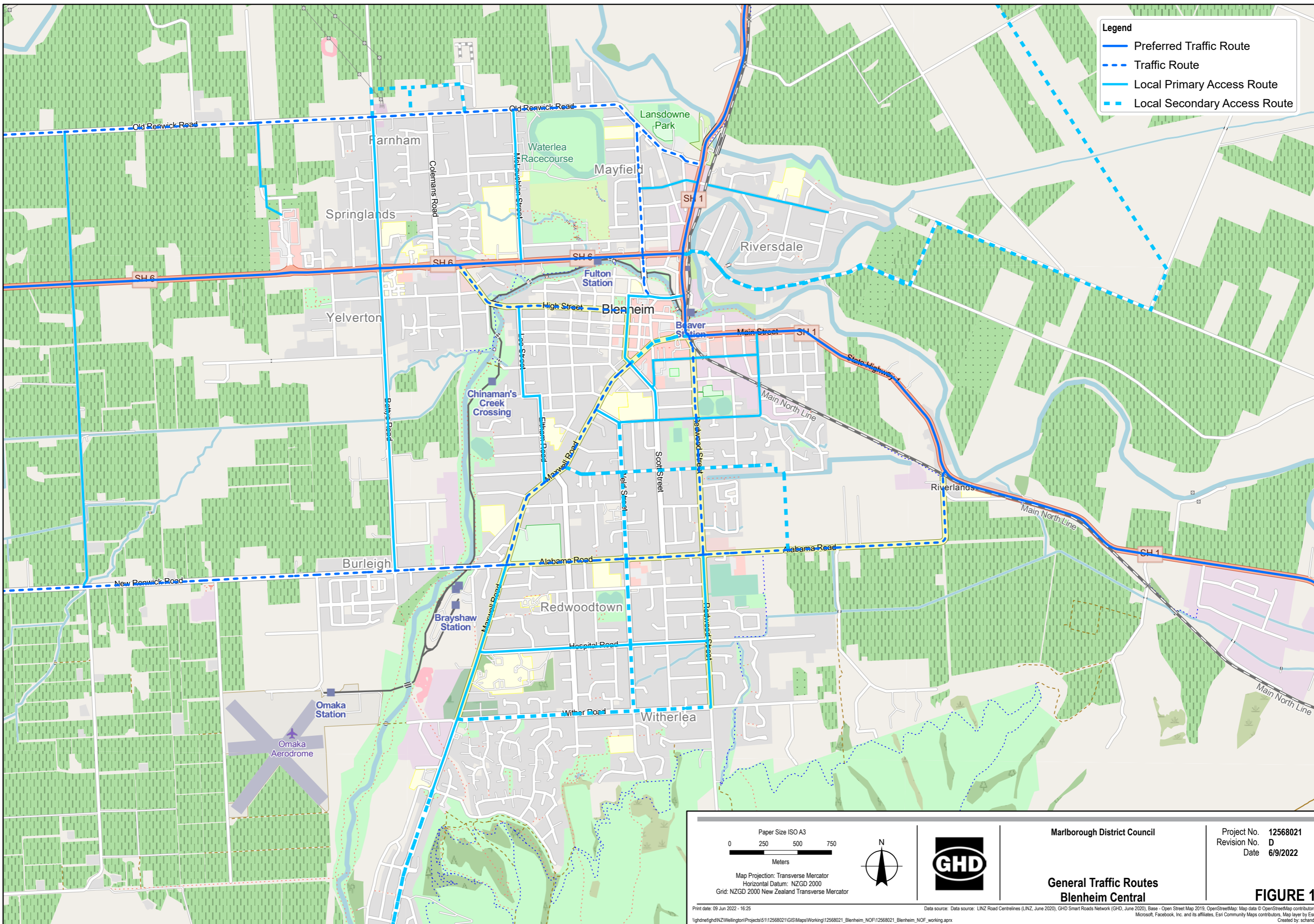
The transport network is shifting from a vehicle-centric system now focusing on both the 'movement' and 'place' functions so that the amenity of key areas can be enhance and not compromised. This Network Operating Framework has taken a holistic approach and allowed the perspectives of stakeholders to shape the strategic direction of the transport network. Should any significant network changes or developments occur, there is the opportunity to revisit the principles behind the development of this Network Operating Framework.

The aspirational future transport network in parts of the network contrasts with the currently operating network. With future residential growth in Blenheim, it is critical that transport planning considers routes that enable the movement of people and goods into the central area without adversely affecting the amenity of the area. This should be achieved by providing opportunities for all modes to access the network in a safe environment. To achieve this and the other objectives outlined in the strategic planning, interventions will be required for all modes on a variety of routes.

This Network Operating Framework highlights some of the potential opportunities for interventions to encourage prosperity of the urban areas of Marlborough

Appendix A

Strategic Network Modal Maps

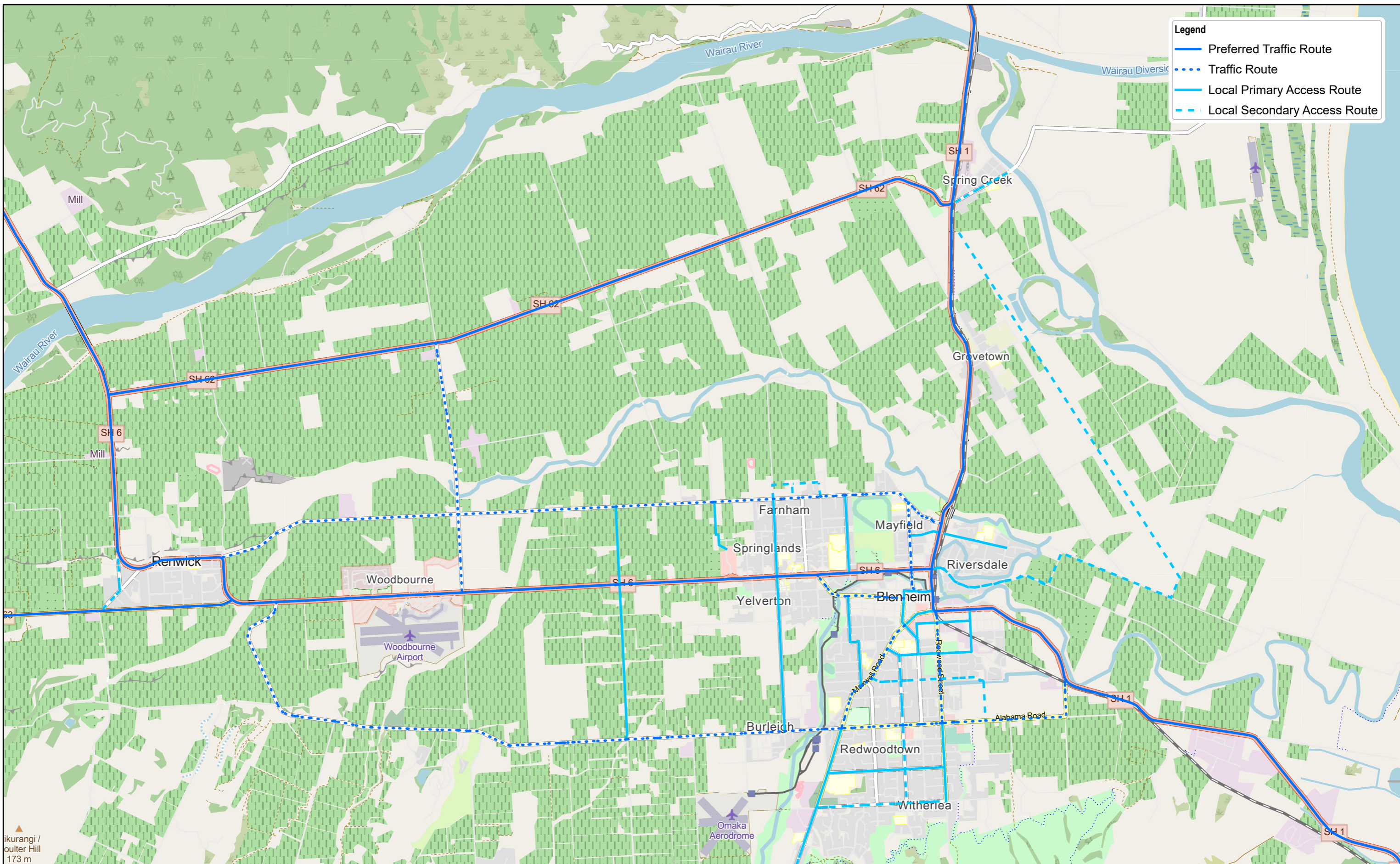


Legend

- Preferred Traffic Route
- - - Traffic Route
- Local Primary Access Route
- - - Local Secondary Access Route

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FIGURE 1



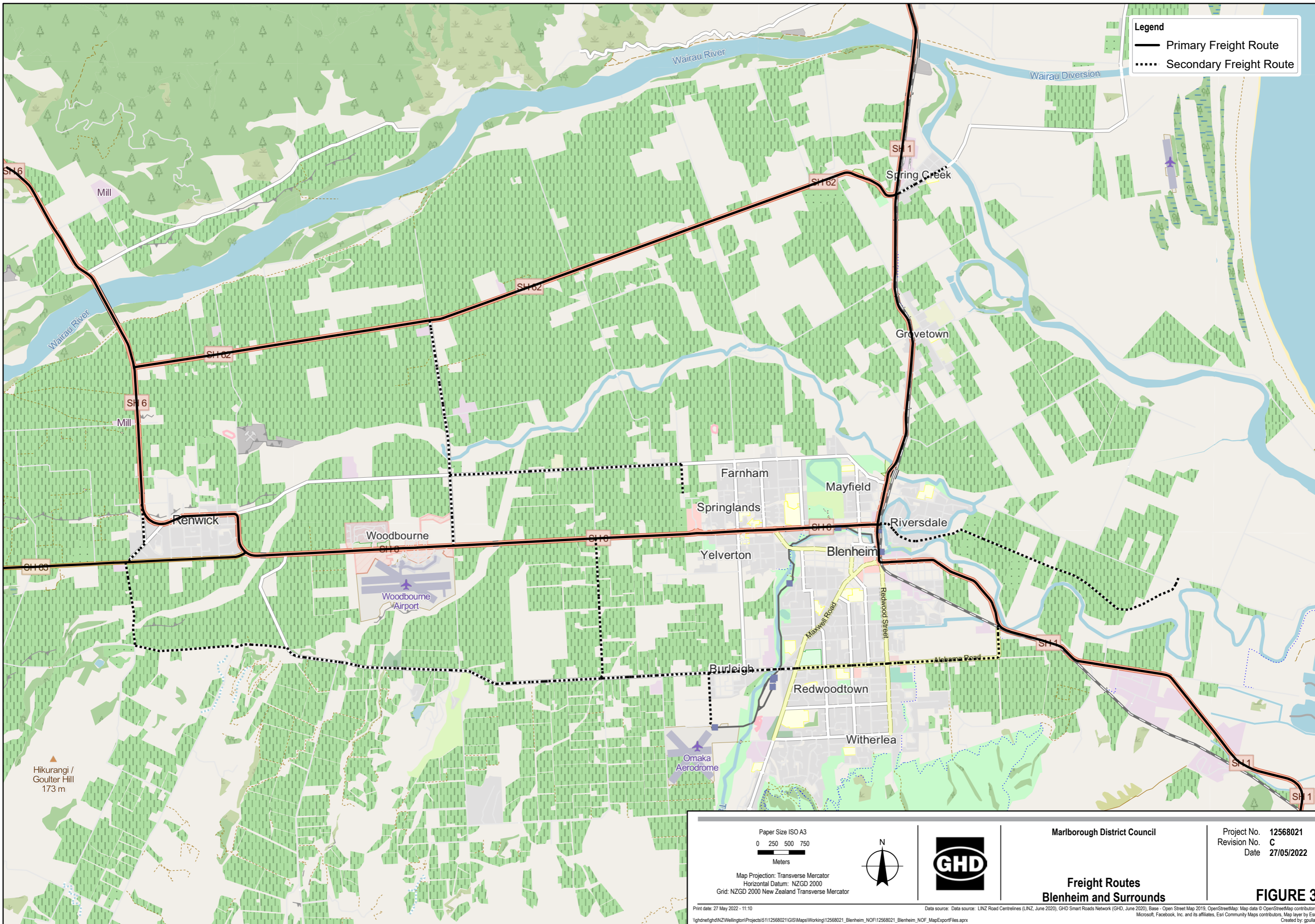
Legend

- Preferred Traffic Route
- Traffic Route
- Local Primary Access Route
- - - - Local Secondary Access Route

Ikurangi /
ouler Hill
173 m

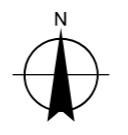
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FIGURE 2



Legend
 — Primary Freight Route
 - - - Secondary Freight Route

Paper Size ISO A3
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 Meters



Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator

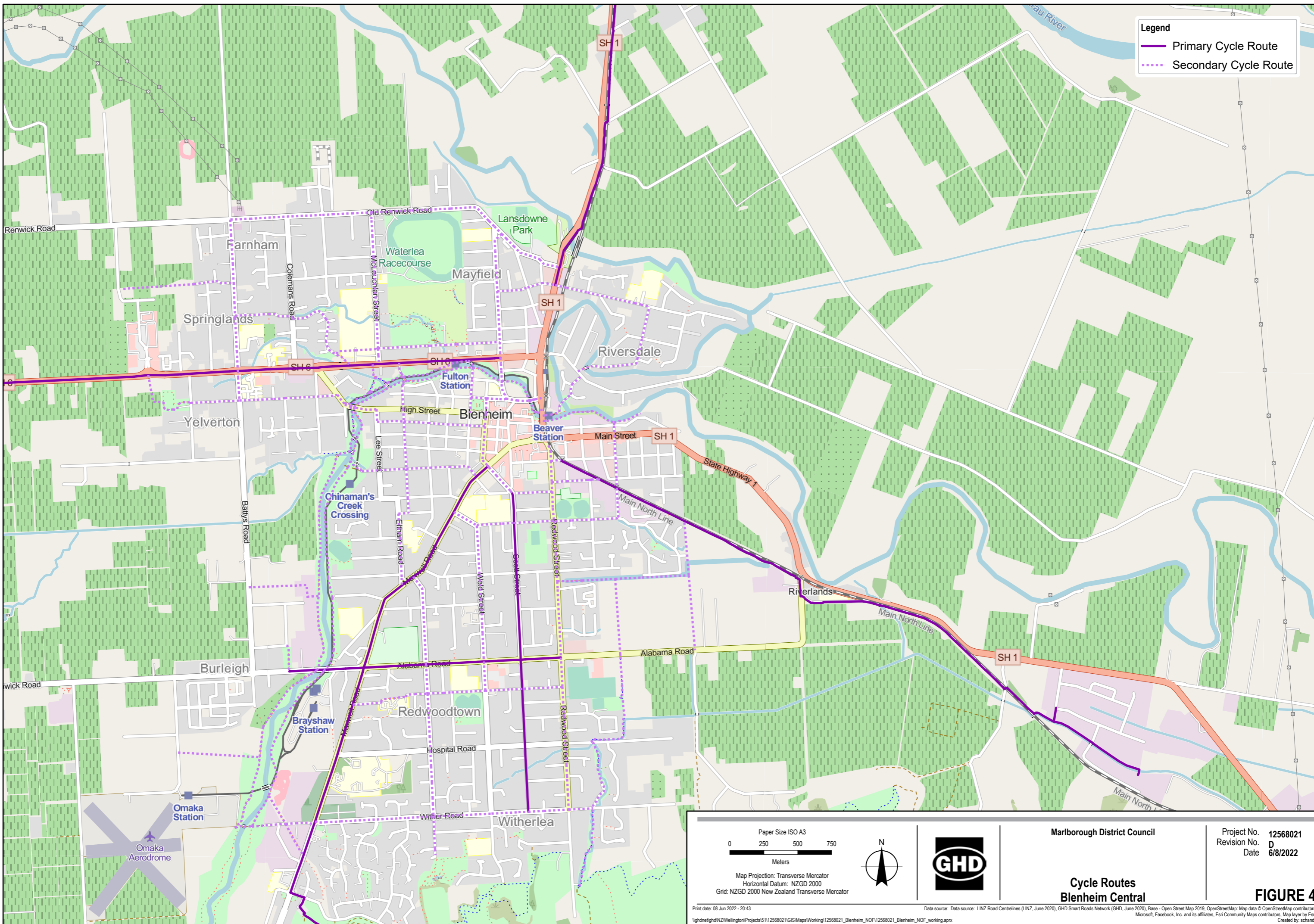
Marlborough District Council

**Freight Routes
 Blenheim and Surrounds**

Project No. 12568021
 Revision No. C
 Date 27/05/2022

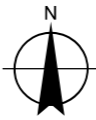

FIGURE 3

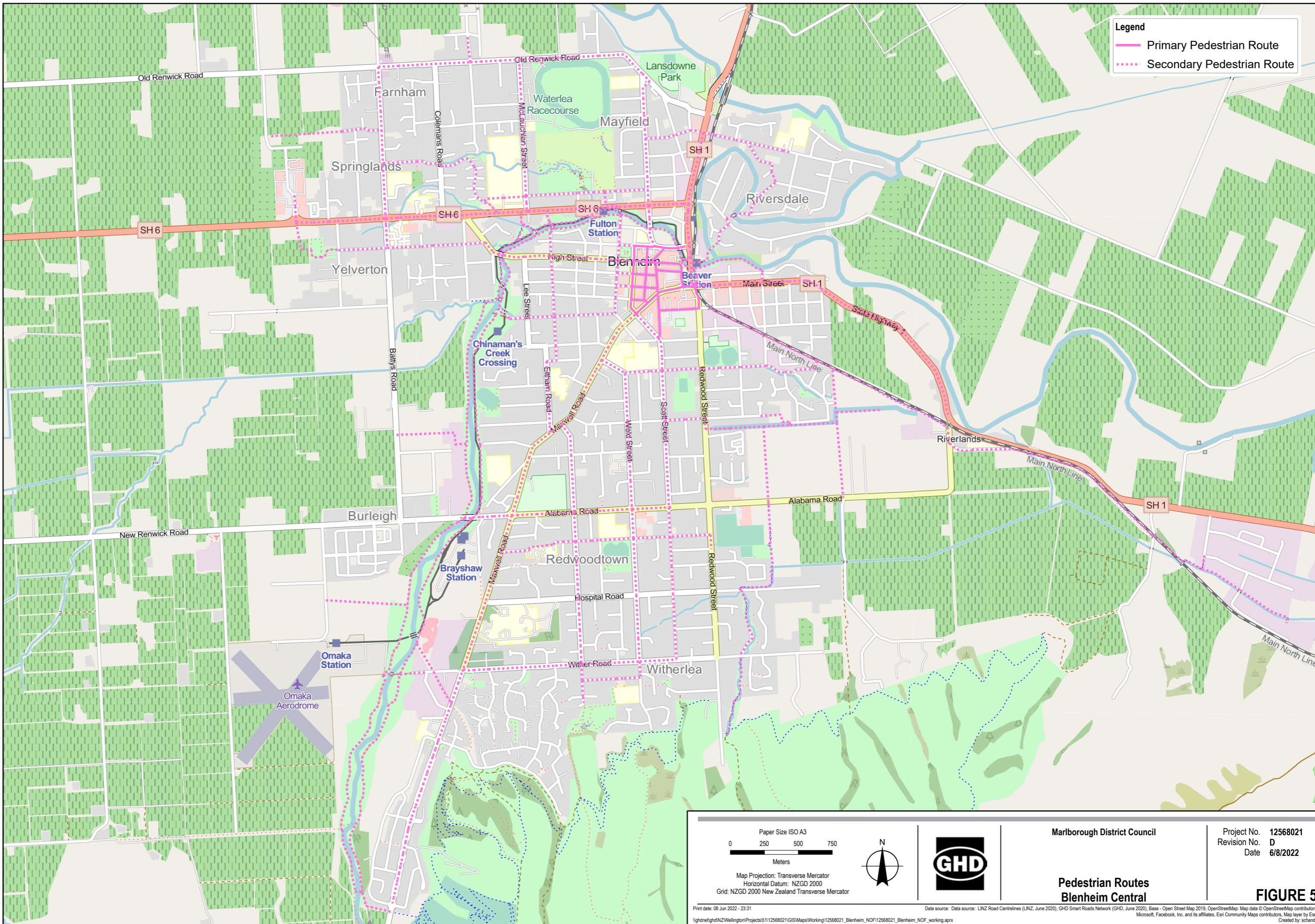
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Legend

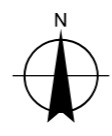

- Primary Cycle Route
- Secondary Cycle Route

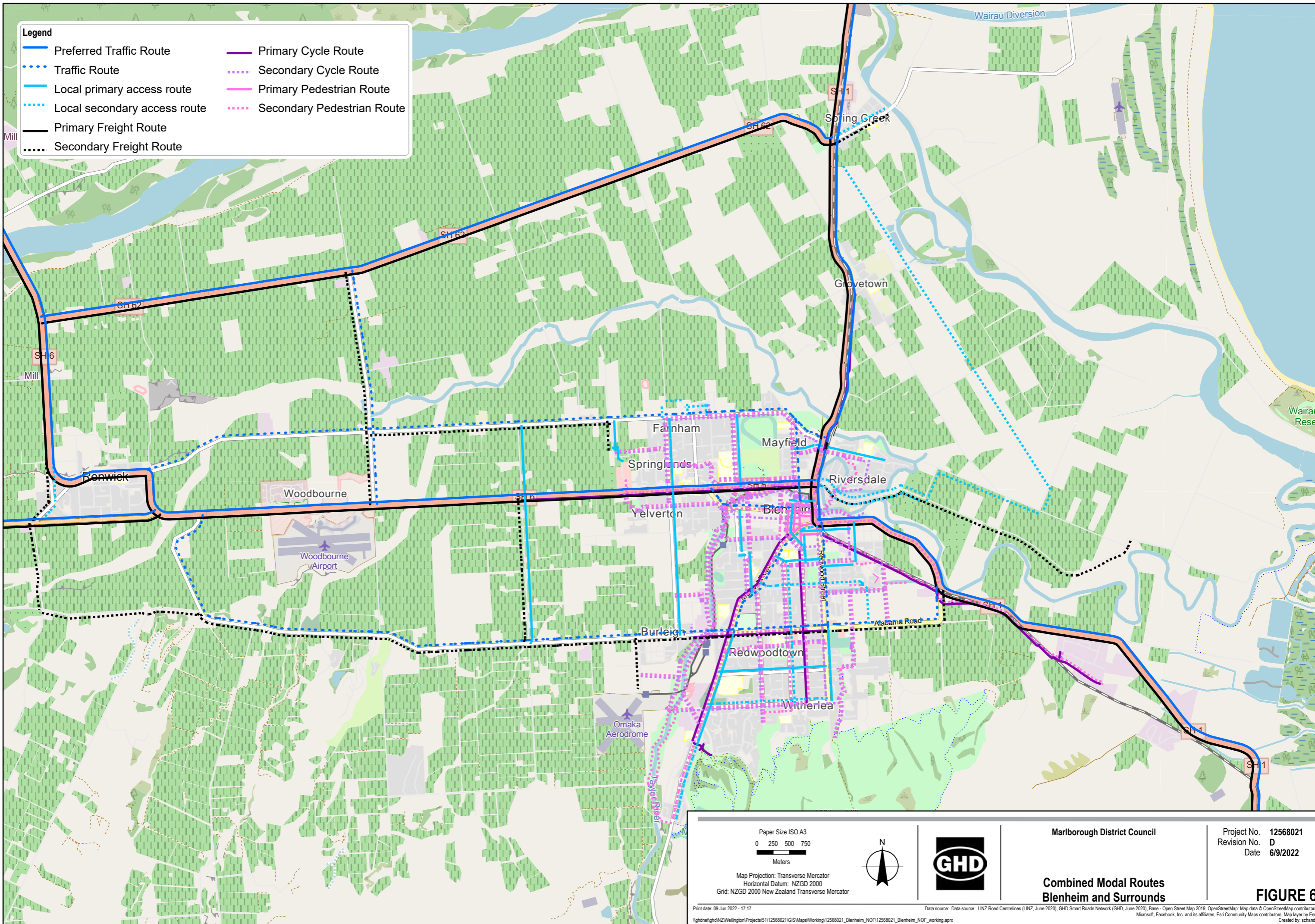
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Legend

- Primary Pedestrian Route
- Secondary Pedestrian Route

<p>Paper Size ISO A3</p> <p>0 250 500 750</p> <p>Meters</p> <p>Map Projection: Transverse Mercator Horizontal Datum: NZGD 2000 Grid: NZGD 2000 New Zealand Transverse Mercator</p> <p>Print date: 08 Jun 2022 - 23:31</p>		 <p>Marlborough District Council</p> <p>Pedestrian Routes Blenheim Central</p>	<p>Project No. 12568021 Revision No. D Date 6/8/2022</p> <p>FIGURE 5</p> <p><small>Data source: LINZ Road Centrelines (LINZ, June 2020), GHD Smart Roads Network (GHD, June 2020), Base - Open Street Map 2019, OpenStreetMap: Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri. Created by: schand2</small></p>
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Legend

- Preferred Traffic Route
- ⋯ Traffic Route
- Local primary access route
- ⋯ Local secondary access route
- Primary Freight Route
- ⋯ Secondary Freight Route
- Primary Cycle Route
- ⋯ Secondary Cycle Route
- Primary Pedestrian Route
- ⋯ Secondary Pedestrian Route

Paper Size ISO A3
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Map Projection: Transverse Mercator
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 Grid: NZGD 2000 New Zealand Transverse Mercator



Marlborough District Council

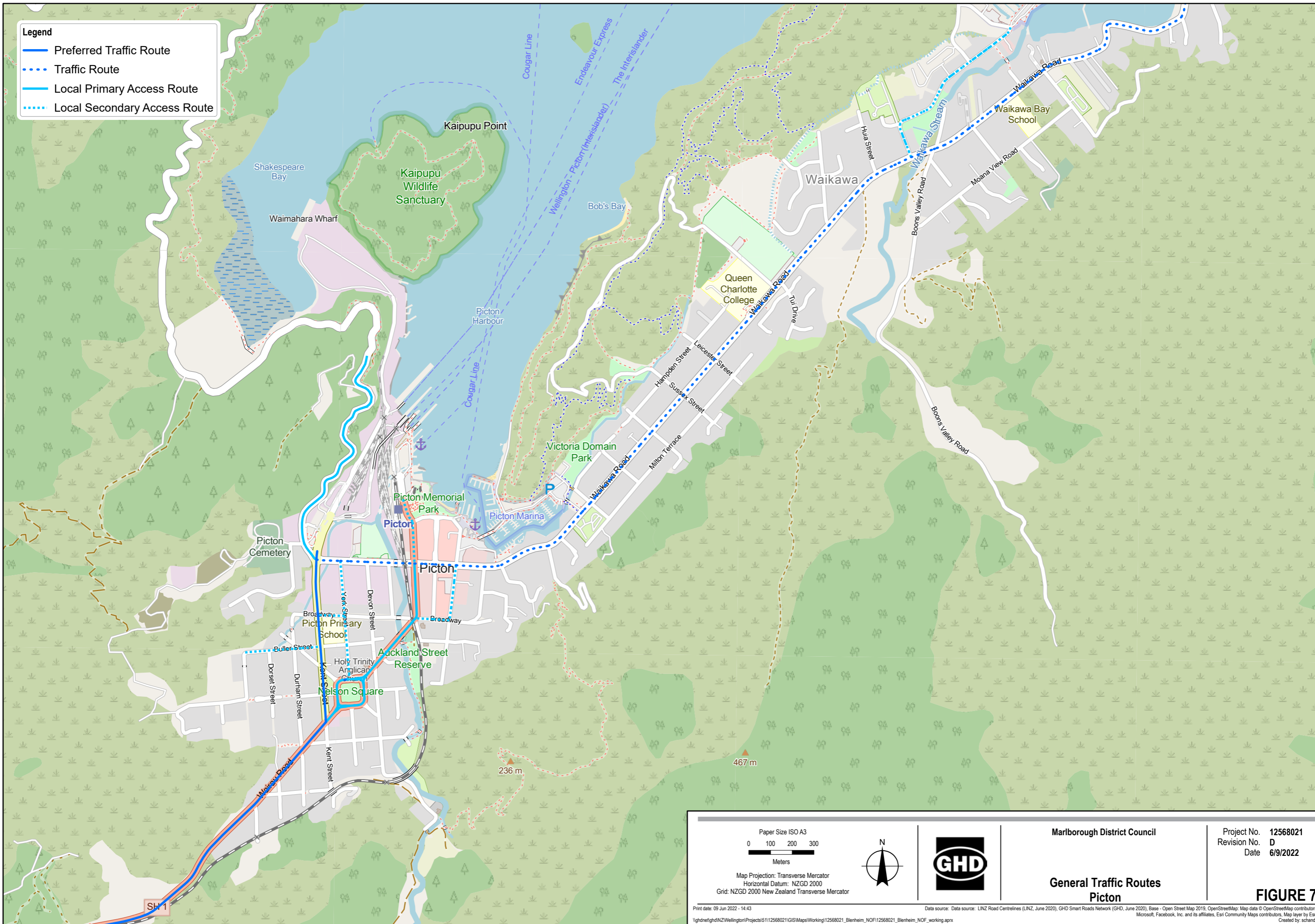
**Combined Modal Routes
 Blenheim and Surrounds**

Project No. 12568021
 Revision No. D
 Date 6/9/2022

FIGURE 6

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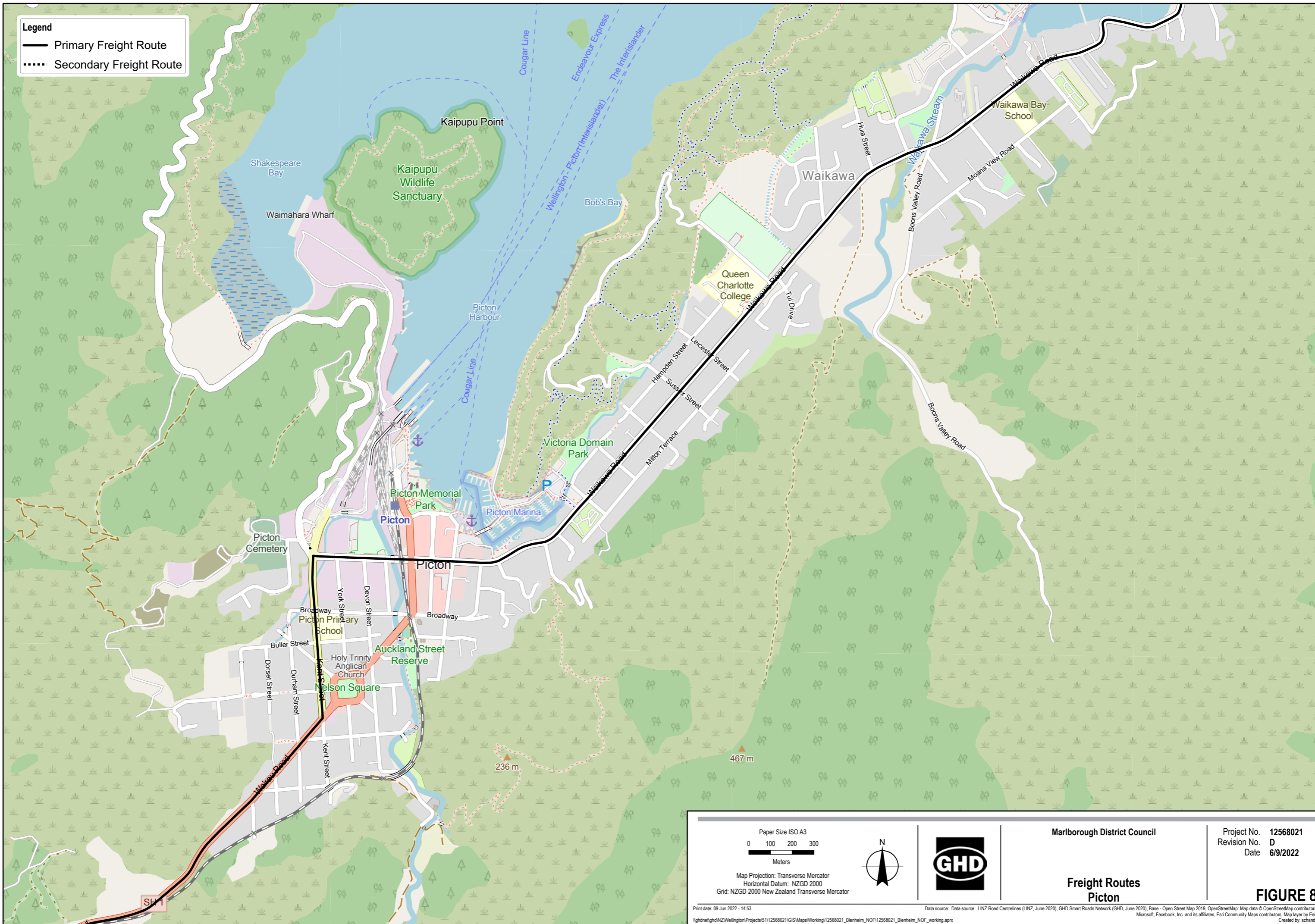
- Legend**
- Preferred Traffic Route
 - ⋯ Traffic Route
 - Local Primary Access Route
 - ⋯ Local Secondary Access Route



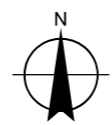
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<p>Print date: 09 Jun 2022 - 14:43</p>		<p>Data source: LINZ Road Centrelines (LINZ, June 2020), GHD Smart Roads Network (GHD, June 2020), Base - Open Street Map 2019, OpenStreetMap: Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri. Created by: schand2</p>		

FIGURE 7

Legend
 — Primary Freight Route
 - - - Secondary Freight Route



Paper Size ISO A3
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 Meters



Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator

Marlborough District Council

**Freight Routes
 Picton**

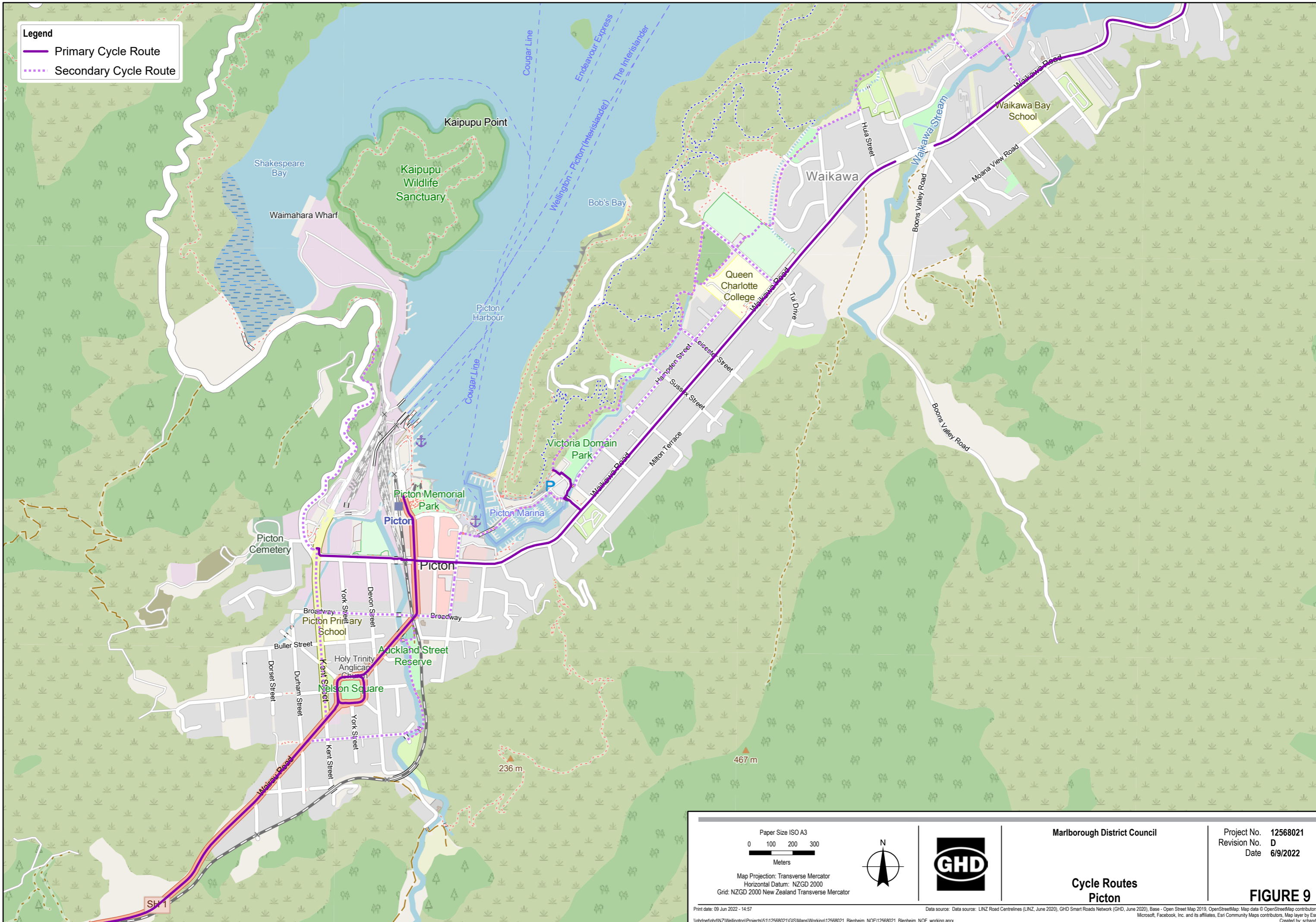
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 Revision No. D
 Date 6/9/2022

FIGURE 8

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Legend

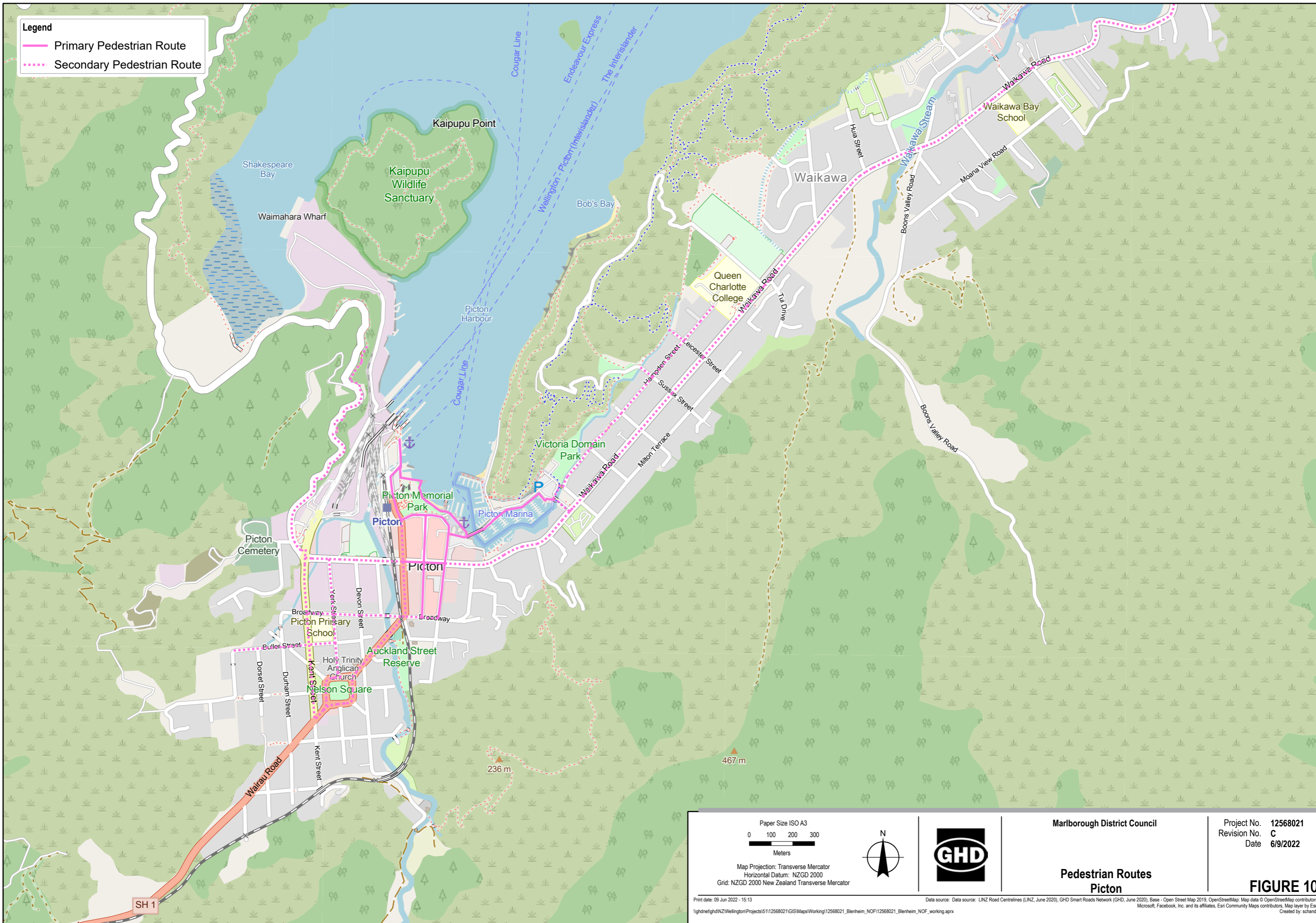
- Primary Cycle Route
- Secondary Cycle Route



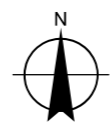
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Legend

- Primary Pedestrian Route
- Secondary Pedestrian Route



Map Projection: Transverse Mercator
 Horizontal Datum: NZGD 2000
 Grid: NZGD 2000 New Zealand Transverse Mercator



Marlborough District Council

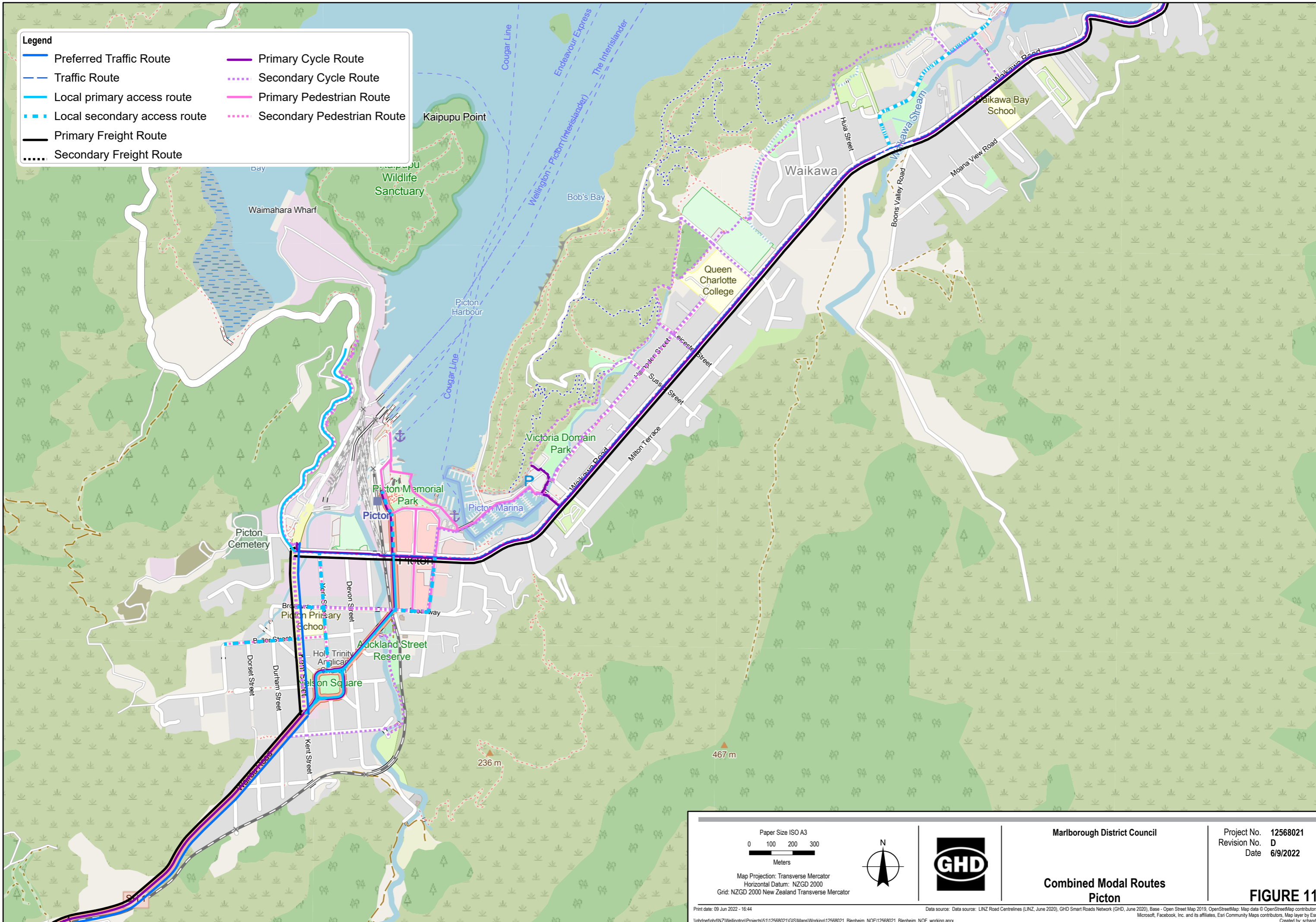
**Pedestrian Routes
 Picton**

Project No. 12568021
 Revision No. C
 Date 6/9/2022

FIGURE 10

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- Legend**
- Preferred Traffic Route
 - - - Traffic Route
 - Local primary access route
 - - - Local secondary access route
 - Primary Freight Route
 - - - Secondary Freight Route
 - Primary Cycle Route
 - - - Secondary Cycle Route
 - Primary Pedestrian Route
 - - - Secondary Pedestrian Route



<p>Paper Size ISO A3</p> <p>0 100 200 300</p> <p>Meters</p> <p>Map Projection: Transverse Mercator Horizontal Datum: NZGD 2000 Grid: NZGD 2000 New Zealand Transverse Mercator</p>			<p>Marlborough District Council</p> <p>Combined Modal Routes Picton</p>	<p>Project No. 12568021 Revision No. D Date 6/9/2022</p>
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FIGURE 11