



SH6 MIDDLE RENWICK ROAD – CYCLE LANES PROJECT

Summary of Feedback

WAKA KOTAHI NZ TRANSPORT AGENCY
MARLBOROUGH DISTRICT COUNCIL

MARCH 2021



Marlborough Roads



1. Background

Between 16 November and 14 December 2020, the Marlborough District Council (in conjunction with Waka Kotahi NZ Transport Agency) sought feedback from the local community on the proposed cycle lanes for Middle Renwick Road / State Highway 6 (SH6) in the Marlborough region.

The proposal was to extend cycle lanes along Middle Renwick Road between Blenheim's Westwood Business Park and Murphys Road/Battys Road and is part of a 'big picture' to develop a safe, convenient and connected cycle network around Blenheim. By doing so, we aim to help make cycling a viable and enjoyable transport option for those commuting to and from work and school, to get around town, and for leisure.

Surveys indicate there are about 100 cyclists using this stretch of road each day, including school students. Between 2015 and 2019, there were 16 crashes on this section of road, with six involving cyclists. This project fills an existing gap in the cycle network along Middle Renwick Road and we would expect demand to grow over coming years with the combined college merger and further subdivisions in the Westwood/Springlands area.

This project also aligns to the Marlborough Walking and Cycling Strategy (2019-29) and the Government Policy Statement (GPS) on land transport 2018 and 2021 (coming into effect July 2021) which prioritises better travel options in our towns and cities. GPS 2021 also includes Climate Change as a strategic priority, highlighting the Government's commitment to reducing greenhouse gas emissions in the transport system.

2. Consultation process

Prior to undertaking the formal consultation process, we completed numerous steps including, for example, car park demand surveys and a technical assessment of the road. This identified the existing provision for cyclists on the road were not safe and appropriate for the current road characteristics and roadside environments along this corridor.

Between 16 November and 14 December 2020, the Marlborough District Council undertook a number of activities to raise awareness of the project and the public feedback process. These included:

- Two letter drops to residents and businesses along Middle Renwick Road, between Battys Road and Westwood Ave, on 13 November and 7 December 2020.
- Two drop-in information sessions at Pak'n Save (Westwood Business Park) on Tuesday 24 November (4.00 pm to 6.00 pm) and on Saturday 28 November (11.00 am to 1.00 pm).
- Two emails to each nearby school asking to distribute information about the project and public consultation on 19 November 2020 and 7 December 2020. This included Marlborough Boys' College, Marlborough Girls' College, Bohally Intermediate and Springlands School.
- Posters and design information were left at Council offices reception and Blenheim Library for viewing by the public.
- Two Council media releases on 11 November 2020 and 30 November 2020.
- Subsequently, newspaper articles about the public consultation were published in The Blenheim Sun (18 November 2020), Marlborough Express (12 November 2020) and Marlborough Weekly (17 November 2020).
- Information was included in the Council newspaper column on 18 November and 9 December 2020 in The Blenheim Sun newspaper and on 10 December in the Marlborough Midweek newspaper.
- Facebook posts featured on the Marlborough District Council page on 19 November and 7 December 2020, including a sponsored post on 7 December 2020.
- Council Antenno posts on 19 November and 24 November 2020.
- Information and an online feedback form was made available on a dedicated project page at <https://www.marlborough.govt.nz/recreation/cycling-and-walking/projects-and-strategies/middle-renwick-road-sh6-cycle-lanes>

Engagement provided us with feedback which helped us to decide if an extension to the cycle lanes was in line with community wishes and if any improvements to the design were needed.

People were able to submit their views through the electronic form on the dedicated Council web page and hard copy submission forms which were available from the Marlborough District Council Blenheim office, Marlborough District libraries (Blenheim) and via email or by ringing 03 520 7400.

3. Feedback Question

The consultation phase is used to seek any additional information from stakeholders or the public that would help inform the decision about the proposed cycle lane extension.

During this feedback process we asked the public to submit their feedback to the following question “Do you have any feedback on the Middle Renwick Road cycle lane project design?”

We considered all factors raised during the feedback process when making design decisions for the cycle lanes project.

4. Summary and Response to Submissions

We received 55 submissions of feedback - 51 online, 2 in hard-copy feedback forms and 2 via email.

We appreciated the response from the community and thank all those who provided their feedback.

The main factors that were expressed in the feedback from the public are summarised in the table on the following pages. Appendix. 1 (following this summary) outlines the key themes, along with the main factors people raised in their feedback and our comments in response.

Key themes identified were:



5. Decision

The table below shows the recommendations Marlborough District Council and Waka Kotahi have adopted based on the feedback received between 16 November and 14 December 2020.

Construction is expected to be begin early May 2021 and be completed by June 2021.

Stakeholders will be notified by letter and the public are being notified via media release on the Marlborough District Council website and social media ahead of the project getting underway.

SH6/Middle Renwick Road Cycle Lanes

On-road cycle lanes installed

Lanes to be installed from Murphys Road/Battys Road through to Westwood Business Park, Blenheim

- 1.8 metre-wide cycle lanes
- Painted buffer between the cycle lane and traffic lane

Parking

- Retention of 28 car parks, including retaining existing car parking near Murphys Road/Battys Road roundabout, and construction of four new indented parking bays between Battys Road/Murphys Road and Rose Street
- Removal of some car parking and the painting of yellow no-stopping lines

Footpath

- Widening of the existing footpath to a shared pathway between Severne Street and Westwood Ave

Murphys Road/Battys Road Roundabout

- Minor alterations to the entrance to the Murphys Road/Battys Road roundabout, to encourage cyclists to 'take the lane' when travelling through the roundabout

Street Trees

- Removal of six street trees between Battys Road/Murphys Road and Rose Street to allow for indented car parking (offset by the planting of 150 other street trees annually)



BEFORE



AFTER

Map showing the cycle lane project location:

To view the detailed design and aerial plans, visit the Marlborough District Council website:

Menu > Recreation > Cycling and Walking > Projects and Strategies > Middle Renwick Road (SH6) Cycle Lanes

Link: <https://bit.ly/MRRCycleLanes>

6. Submissions

A summary of the submissions received during the public consultation period is included in Appendix. 1 of this document. The summary includes common themes that were submitted on, as well as illustrative quotes to provide context, and response comments from Waka Kotahi NZ Transport Agency and Marlborough District Council.

Appendix 1: Our responses to your feedback

Key themes	Illustrative Quotes	Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council
General		
General support of proposal	<p>"Looks really good. Fully support this proposal."</p> <p>"I consider the cycle lane proposal to be very necessary for the future safety of cyclists, it would also be a great benefit to the environment and good health of the community."</p> <p>"It looks great, definitely need more bike lanes in Blenheim."</p> <p>"I think you should go ahead, as it can be very busy down that road, especially after school."</p>	<p>The proposed cycle lanes provide a defined cycle route that is consistent with the existing cycle facilities along Middle Renwick Road (SH6).</p> <p>The installation of cycle lanes is part of a wider vision to develop a connected network of urban cycle facilities in Marlborough, as outlined in the Marlborough Walking and Cycling Strategy (2019-29). Cycle lanes also align to the Government Policy Statement on land transport (GPS) both GPS 2018 and 2021 (coming into effect July 2021) which prioritises better travel options in our towns and cities. GPS 2021 also includes Climate Change as a strategic priority, highlighting the Government's commitment to reducing greenhouse gas emissions in the transport system.</p> <p>The new cycle lanes will connect to the existing cycle lanes to the east between Boyce Street and Murphys Road/Battys Road, and the cycle bypass at the Westwood Ave roundabout, filling a gap in the network and improving connectivity for cyclists.</p>
Safety concerns about the current road layout	<p>"I often see cyclists being forced into the live lanes due to cars being in the way and as a motorist it can get a little hairy would be good to know all road users are being cared for with the surge in e-bikes and other bicycles."</p> <p>"Fantastic idea, this is a very busy section of road in terms of car traffic and it would make it much safer for cyclists."</p> <p>"It can be very dangerous when you go wide around a car to make sure you don't get hit by a opening door, and then a car cuts very close while passing you."</p> <p>"I live close to the Westwood retail area and bike there reasonably often. I regularly find it a hazardous journey because the pathway for cyclists is unclear."</p>	<p>Cycle lanes provide people on bikes with their own space on the road and reduces potential conflict with other road users (e.g. passing parked vehicles or vehicles entering or exiting driveways).</p> <p>Buffered cycle lanes comprise of a conventional on-road cycle lane with a painted buffer between the cycle lane and moving traffic lane and/or parking lane. The use of a buffer makes it easier for drivers to pass cyclists at a safe distance, as well as increasing the perception of safety by having something between the rider and the traffic lane.</p> <p>People on bikes will still be required to 'take the lane' at the Battys Road/Murphys Road roundabout. Speed differentials between bikes and vehicles were investigated at the concept stage and found to be at an acceptable level.</p> <p>Road education campaigns and cycle skills training will continue, aimed at both drivers and cyclists to improve the awareness of cyclists at intersections and roundabouts.</p>

Key themes	Illustrative Quotes	Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council
Opposed to proposal	<p>"Absolutely unnecessary and a huge waste of money!"</p> <p>"Cycle paths are good, but there is NO need to make them up to 2 metres plus a buffer zone."</p> <p>"I object to the proposed cycle lanes. If it turns out like Eltham Road it will be terrible."</p> <p>"Plenty of room already for competent Cyclists and Motorists."</p>	<p>Cycleways offer people alternative modes of transport for their commute, travelling to schools, shops, or leisure activities. The proposed cycle lanes have been developed in partnership between Waka Kotahi NZ Transport Agency and Marlborough District Council.</p> <p>The project aligns with the Marlborough Walking and Cycling Strategy (2019-29), and also aligns to the Government Policy Statement on land transport (GPS) both GPS 2018 and 2021 (coming into effect July 2021) prioritises better travel options in our towns and cities. GPS 2021 also includes Climate Change as a strategic priority, highlighting the Government's commitment to reducing greenhouse gas emissions in the transport system.</p>
Design		
Pak'nSave access	"I would like to see an access from Westwood avenue crossing over lawn into PAC and Save car park."	Path access to Pak'nSave was initially raised in the concept design report. Due to budget constraints this connection has not been pursued as part of this project.
Loss of trees	"Hopefully each of the trees that has to come out will be replaced by others somewhere else, we have so few nice trees."	<p>Care has been taken to maximise parking provision while minimising tree removal, however the indented car parking bays require the removal of six street trees.</p> <p>Street trees provide many benefits including beautification and traffic calming of the street. Council plants 150 new street trees every year.</p>
Z Petrol Station	"At the Z petrol station what controls will there be on cars entering and exiting? This is a real worry."	<p>In relation to vehicles entering the Z Petrol Station, motor vehicles may drive within a cycle lane to access a driveway if the driver gives way to cyclists using the cycle lane.</p> <p>In relation to vehicles exiting the Z Petrol Station, like any other driveway, vehicles will be required to give way to cyclists travelling along Middle Renwick Road (SH6).</p> <p>This feedback has been incorporated into the design; green cycle paint will be painted in the cycle lanes near the entry / exit points of the Z Petrol Station.</p>
Cycle lanes - audible cues	"I would like to suggest, however, that the buffer lines incorporate some form of audible feedback for motorists if possible at key points (intersections, the start of lanes, and curves) such as rumble strip or similar. My observations of motorist behaviour with regard to other cycle lanes in Blenheim is that they regularly stray/drift onto cycle lanes at these points on roads, possibly without being aware that they are doing this."	<p>The painted hatched buffer will improve driver awareness of the cycle lanes, while also providing more separation between cyclists and passing vehicles than a traditional cycle lane.</p> <p>Audible devices such as rumble strips would not be suited to this environment given the noise generation and likely impact on local residents'.</p>

Key themes	Illustrative Quotes	Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council
Cycle lane width	"The width of the proposed cycleway would be 1.7m plus a .4m buffer. However it is noted that in NZTA guidelines for cycle lanes, the recommended width for cycle lanes adjacent to parallel parked cars is 1.8m."	Cycle lane width is proposed to be 1.8m with a painted buffer between the traffic lane and cycle lane. Where the cycle lane passes the indented parking bays, the buffer will be retained where possible.
Shared Pathway	"Shared pathways are always a problem."	Shared pathways are for everyone to enjoy by foot and bike. Council promotes a shared pathway etiquette that includes encouraging users to keep left, warn other path users on approach, and move off the path when stopping. Shared Pathway signage will be installed at the entry/exit points of the proposed shared pathway.
Signage	"I am all for the cycle lanes but there really needs to be some education (signage) on how the riders use them."	Waka Kotahi NZ Transport Agency and Council will continue various education programmes, including targeting people on bikes and other road users on how to use new cycle infrastructure. This includes cycle skills training programmes targeting schools and adult riders.
Footpath damage	"... the tree roots have lifted up the concrete footpath between our boundary and the tree making a real hazard for people walking along the footpath especially the elderly."	This information has been passed onto Council Parks and Open Spaces and Marlborough Roads to follow-up on.
Parking		
Loss of car parking concerns	<p>"What concerns me is not having a car parking space on the roadside outside [REDACTED] for when we have visitors as we only have a very small section with very limited parking on the property."</p> <p>"If this cycle lane goes ahead it will remove much needed parking spaces outside our home/business. We have a minimum of 3 cars requiring street parking spaces week days."</p> <p>"Trucks, cars with trailers etc frequently stay and park directly outside. not enough room or because of limited space we feel everyone (including the service station customers will park there.)"</p> <p>"The impact on our business will be huge. We hold conferences which require parking on the street. We have tour buses, trucks, boats and sports team with large trailers, that park outside our motel. Also our guests have visitors that visit that park on the street."</p>	<p>Weekday and weekend parking demand surveys in June and July 2020 have identified a current parking demand of 16 car park spaces.</p> <p>Twenty eight car parks would be retained, through retaining existing car parks between the Murphys Road/Battys Road roundabout and Adams Lane, as well as constructing new indented car parks between the Murphys Road/Battys Road roundabout and Rose Street. This comfortably exceeds the identified demand for parking by 40%.</p> <p>Following feedback being received on trucks/heavy vehicles parking, the design for the indented parking bays outside 169 and 174 Middle Renwick Road (SH6) will now be constructed to 2.5 metres where possible to accommodate trucks and larger vehicles.</p> <p>Two additional 2.0 metre wide indented parking bays, outside 163 and 157B Middle Renwick Road have been included in the detailed design. This will require the removal of one additional street tree.</p>

Key themes	Illustrative Quotes	Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council
Sufficient parking available	"I rarely see cars parked on this piece of highway, as most motels, residences and other businesses have sufficient off road parking."	<p>Weekday and weekend parking demand surveys in June and July 2020 have identified a current parking demand of 16 car park spaces.</p> <p>Twenty eight car parks would be retained, through retaining existing car parks near the Murphys Road/Battys Road roundabout, as well as constructing new indented car parks between Battys Road and Rose Street. This comfortably exceeds the identified demand for parking by 40%.</p>
Indented parking	"It's good that there is offset, indented parking so that the bike paths are clear."	<p>Indented parking is included in the designs and intended to meet the current parking demand along the route.</p> <p>The painted buffer has been retained where it runs adjacent to indented parking where possible. This buffer provides more room for cyclists particularly when passing parked vehicles.</p>
Indented parking concerns	<p>"People pulling straight out in front of cycles from the indented car parks (as they are not use to cycle lane being on the wrong side."</p> <p>"Wide vehicles will still encroach on to the road."</p>	<p>Cycle lanes will be on both sides of the road and run adjacent to the indented car parks. With the cycle lane positioned between the general traffic lane and the parking bay, drivers pulling out of the parking bay will need to look, signal and give way to all road users (including cyclists) before pulling out into the live traffic lane.</p> <p>Following feedback being received on trucks and larger vehicles parking on the road, the two indented parking bays outside 169 and 174 Middle Renwick Road will now be constructed to 2.5 metres where possible to accommodate trucks and larger vehicles.</p> <p>Education information on how to use the new cycle lanes will be distributed through council communication channels following construction.</p>
Backing out of driveway concerns	"Trying to back out of our driveway onto Middle Renwick Rd can be very challenging especially from 2.45pm until after 5.30pm each day, visitors to our place prefer to park on the side of the road as they find it to dangerous getting out of our driveway when having to reverse out."	<p>Indented parking is included in the designs; therefore an on-road parking option will still be available for local residents.</p> <p>Removing on-street parking will improve the visibility for drivers reversing from their driveways</p>

Key themes	Illustrative Quotes	Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council
Wider Network		
Wider cycle network improvements	<p>"About time! We need more cycle lanes to encourage exercise for parents and children to access Marlborough and the CBD better."</p> <p>"All the cycleways in Blenheim just end somewhere with no safe continuity."</p> <p>"I think that the council should consider installing a lot more cycle lanes in and around Blenheim."</p>	<p>Council aims to develop a safe, convenient and connected travel network for cycling as outlined in the Marlborough Walking & Cycling Strategy (2019-29), and also aligns to the Government Policy Statement on land transport (GPS) both GPS 2018 and 2021 (coming into effect July 2021), which prioritises better travel options in our towns and cities. GPS 2021 also includes Climate Change as a strategic priority, highlighting the Government's commitment to reducing greenhouse gas emissions in the transport system.</p> <p>The implementation of this cycle network will take time and is dependent on available funding from Council and Waka Kotahi NZ Transport Agency.</p> <p>The new cycle lanes will connect to the existing cycle lanes to the east between Boyce Street and Murphys Road/Battys Road, and the cycle bypass at the Westwood Ave roundabout, filling a gap in the network and improving connectivity for cyclists.</p>
Extension of cycle lanes to Renwick	<p>"I am fully in support of cycle lanes and I think they should be extended at least to Renwick."</p> <p>"This will complete the 'feeder route' from suburban Blenheim into SH6 which will hopefully enable a cycle route to be created between Blenheim, Woodbourne and Renwick."</p> <p>"I however would prioritise the creation of a safer cycleway over the Opaoa River between Woodbourne and Renwick. This area gets a lot of cyclists, and would attract more if they were able to safely cross the bridge away from traffic."</p>	<p>Cycle improvements between Westwood Avenue and Renwick are outside the scope of this project.</p> <p>The Blenheim to Renwick route along State Highway 6 has been identified in the Marlborough Walking and Cycling Strategy (2019-29) as a proposed cycle route.</p> <p>There is currently no budget allocated to this project and further investigation is required.</p>
Existing Cycle Lanes on Middle Renwick Road	<p>"You end up between two lanes of cars with vehicles needing to rapidly change lanes across the designated cycle way."</p> <p>"There have been many occasions when I have been pulling out of my drive way looking right to get out and have ended up with cycles riding in the lane the wrong way going against the traffic."</p>	<p>This section of cycle lane is outside the scope of this project; however, this feedback has been passed onto Waka Kotahi NZ Transport Agency for further consideration.</p>

Key themes	Illustrative Quotes	Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council
Treatment Options		
<p>Two-way cycleway/ Shared Path (on the North side only)</p>	<p>"A second design option to consider is a wider 3.4m cycleway on one side of the road with a .8m buffer area. Flexposts could be used to discourage parking and protect cyclists. This would give greater protection to cyclists."</p> <p>"Only need cycle lane on North side. This could be shared on footpath freeing up all the carparks on that side."</p>	<p>This option was discussed by Waka Kotahi (NZTA) and Council following the public consultation. This option has not been pursued for the following reasons:</p> <ul style="list-style-type: none"> • The route is not considered desirable or suitable for the "interested but concerned" user group due to the high volumes of traffic (over 12,000 vehicles per day) and has intersections including dual entry roundabouts. Lakings Road provides a parallel route for this user group and provision for a shared pathway between Severne Street and Westwood Avenue has been included to improve connectivity for this user group to access the Westwood Avenue shopping area. • Provide inconsistency along the route – i.e. on-road facility between Boyce Street and Battys Road, and then an off-road facility between Battys Road and Westwood Ave. • A two-way facility on one-side would not achieve the desired connectivity – for example cyclists travelling west-bound must cross the road to get onto the facility. Depending on their end destination this could require crossing the road twice. • While some property boundaries would allow for this option, some do not and would require land acquisition. If this option was pursued, there is still not the available road width to the East of Battys Road / Murphys Road to continue a two-way cycleway or shared facility. • Require cyclists cross 2 side roads - Rose Street and Adams Lane. This would require cyclists to stop and give way at side roads, as opposed to an on-road option where cyclists would have right-of-way at side roads. This would unlikely appeal to the "enthused and confident" cyclist who would continue to use the road.

Key themes	Illustrative Quotes	Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council
<p>Off-road cycle lanes (on grass berm on both sides of the road)</p>	<p>"We propose the cycle lane be placed beside the footpath and leave parking as it is."</p> <p>"This way pedestrians are safer from being bowled over by cyclists (and maybe those on scooters?) and cyclists are less likely to be bowled over by cars on the road."</p> <p>"Why don't you take the trees out and put the cycle lane in the grass verge? This way it doesn't impact any parking."</p> <p>"Removal of all 36 trees and then take out grass verge and other side of foot path to boundary fence."</p>	<p>This option was discussed by Waka Kotahi (NZ Transport Agency) and Council following the public consultation. This option has not been pursued for the following reasons:</p> <ul style="list-style-type: none"> • The route is not considered desirable or suitable for the "interested but concerned" user group due to the high volumes of traffic (over 12,000 vehicles per day) and has intersections including dual entry roundabouts. Lakings Road provides a parallel route for this user group and provision for a shared pathway between Severne Street and Westwood Avenue has been included to improve connectivity for this user group to the Westwood Avenue shopping area • Provides inconsistency along the route – i.e. on-road facility between Boyce Street and Battys Road, and then an off-road facility between Battys Road and Westwood Ave • Require cyclists to cross approximately 25 driveways including high volume driveways at businesses. Driveways present a potential conflict point between driver and vehicle where there is a lack of visibility where vehicles are entering or exiting driveways. For example where there are high fences, vegetation or parked vehicles on the road that limits visibility between cyclist and driver • Require the removal of approximately 34 street trees. Care has been taken with the proposed designs to minimise tree loss while maximising the number of car parks that can be indented to meet demand • Require cyclists cross 3 side roads - Rose Street, Severne Street and Adams Lane. This would require cyclists to stop and give way at side roads, as opposed to an on-road option where cyclists would have right-of-way at side roads. This would unlikely appeal to the "enthused and confident" cyclist who would continue to use the road

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More physical separation	<p>"Would love to see more solid buffers, even if they're rubber. Otherwise good to see cycle lanes on such a busy stretch of road."</p> <p>"Would greatly appreciate a concrete curb between cycle lane and road where possible to discourage motorists from being super close to cyclists and so cyclists keep in the lane without being too close to motorists."</p> <p>"In an ideal situation, a separated bike path is always preferred, as painted lines are not protection from car drivers making mistakes."</p> <p>"Install physical separation between cyclist and motorised traffic e.g. Kurds, 'hit' sticks, planter boxes etc."</p>	<p>Separated cycle facilities aim to cater to the "interested but concerned" users. This route is not seen as a desirable route for this user group with significant infrastructure changes needed to the corridor to make it suitable and yet it would still have the issues of road noise and driveway risks that can make riding unpleasant and include higher risks. There are shorter links along the route, such as between Severne Street and Westwood Ave, that would enable Lakings Road to be used as an alternative route for the "interested but concerned" user group.</p> <p>Buffered cycle lanes comprise of a conventional on-road cycle lane with a painted buffer between the cycle lane and moving traffic lane and/or parking lane. The use of a buffer makes it easier for drivers to pass cyclists at a safe distance, as well as increasing the perception of safety by having something between the rider and the traffic lane.</p>
Roundabouts/Crossings		
Roundabout (mixing cyclists/ vehicles)	<p>"Mixing bikes and cars at peak traffic times in roundabouts is also a worry to me, and I'm a confident cyclist."</p> <p>"At present the cycle lanes terminate just short of the roundabout, and turning motorists regularly cut off cyclists who are not turning. A better solution at this intersection would be beneficial."</p> <p>"More clearance and road markings at the roundabouts."</p> <p>"The idea is great, the bottleneck is at roundabouts ..."</p>	<p>In relation to the Westwood Avenue roundabout, the proposed shared pathway between Severne Street and Westwood Avenue will provide an alternative off-road option for cyclists that do not wish to cycle on-road at the Westwood Ave roundabout.</p> <p>In relation to the Battys Road/Murphys Road roundabout, there are proposed changes to the Westbound approach that will include terminating the cycle lane earlier and constructing new kerb and channel. These changes are intended to be consistent with the Eastbound approach and encourage cyclists to take the lane. The current cycle lane on the Westbound approach terminates at the roundabout that encourages cyclists to travel on the outside of vehicles.</p> <p>Vehicle speeds on the approaches have been recorded, assessed, and found to be at a suitable speed for cyclists to take the lane.</p>
Westwood Roundabout - supportive of changes	<p>"I especially feel at risk from vehicles travelling on Middle Renwick Road when trying to cross against those coming into town. It's most difficult when I attempt to get into Westwood without circumnavigating the roundabout."</p>	<p>The proposed shared pathway and crossing between Severne Street and Westwood Avenue will provide an alternative off-road route for cyclists accessing Westwood Ave retail stores.</p>

Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council

<p>Pedestrian crossings (Battys Road and Middle Renwick Road)</p>	<p>"We need a way for the kids to safely cross Battys Rd and Middle Renwick Rd to get to the north side of Springlands where the schools are. Solving this would definitely reduce traffic congestion around Springlands School."</p> <p>"Would it be possible to include a safe spot to cross middle renwick road somewhere near Severne St or Adams Lane so that the cycle lanes on both sides of the road can be accessed even when the road is congested with traffic."</p> <p>"A new footpath on the left hand side of the road going toward Pak 'n Save with another pedestrian crossing further up (to slow traffic from out of town)."</p>	<p>There is an existing pedestrian crossing on Middle Renwick Road between Battys Road and Boyce Street that is used by students at Springlands School. A new crossing on Battys Road is outside the scope of this project; however this feedback has been passed onto Marlborough Roads for further consideration.</p> <p>There is an existing crossing 100 metres to the west of Severne Street that we would encourage both pedestrians and cyclists to use. Further pedestrian refuges will not be pursued at this stage due to budget constraints; however this information has been passed onto Marlborough Roads for consideration in the future projects.</p> <p>A new crossing point on the west side of the Westwood Ave roundabout was investigated at the concept design stage and will not be pursued at this time due to project budget constraints. There is an existing pedestrian refuge between Severne Street and Westwood Avenue which we would encourage both pedestrians and cyclists to use to access Westwood Avenue.</p>
<p>Pedestrian crossing (between Westwood Ave and Severne St)</p>	<p>"... incredibly dangerous it is a state highway and a very busy road."</p> <p>"Also where they cross at the PaknSave is a major concern on a State Highway for an accident also."</p>	<p>This is an urban residential and business zoned area as identified in the Marlborough Environment Plan. Pedestrians and cyclists need a location to cross the road safely.</p> <p>This is a pedestrian refuge only, therefore pedestrians and cyclists must give way to vehicles travelling along Middle Renwick Road (SH6).</p>
<p>Project cost</p>		
<p>Cost of project concerns</p>	<p>"I think the cost of your proposed changes to ratepayers needs to be considered"</p>	<p>As this a State Highway, Waka Kotahi NZ Transport Agency will be contributing 85% of the total project cost. Council will be contributing 15% of the total project cost that is being funded from existing roading budgets.</p>
<p>Increase funding to cycle projects</p>	<p>"... would like to see greater investment in providing infrastructure for a broader range of cyclists."</p>	<p>A request for increased Council funding for cycling projects should be submitted through the 2021-31 Long Term Plan Process.</p> <p>Council has allocated \$1.5m for cycling projects in its Long Term Plan, in addition to an annual budget of \$222,000 for walking and cycling projects. Council has also committed \$2m to the Whale Trail, a shared walking/cycling trail between Picton and Kaikoura, and \$1.27m has also been allocated to the Renwick Cycle Trail in the Long Term Plan - a shared walking/cycling trail intended to connect Renwick with nearby cellar doors.</p>

Comment from Waka Kotahi NZ Transport Agency/Marlborough District Council

Other

Fine cyclists that don't use cycle lanes	"Good idea as long as the cyclist use it. Should fines for cyclists not using it."	Waka Kotahi NZ Transport Agency and Council will continue various education programmes, including targeting people on bikes and other road users on how to use new cycle infrastructure.
Maintenance/ road sweeping	"The cycle lanes be kept clean of stones and sharp rubbish. Most current cycle lanes around town are not at present."	Any feedback about road sweeping or general maintenance of specific cycle lanes should be submitted to Marlborough Roads for their attention.