

Submissions

Speaking and Non Speaking

Draft Marlborough Regional Land Transport Plan 2015-2021

Mid Term Review



From: John & Andrea Hickman <johnhickman@gmail.com>
Sent: Monday, 14 May 2018 7:33 a.m.
To: RLTP
Cc: 'Kevin Wilson'
Subject: CM: Coastal Pacific Bike Trail

Record Number: 2018099736

Hello

I wish to make a submission on the Roding Long Term Plan.

I wish to be heard at a hearing should one be available.

I am concerned there appears to be no inclusion into the plan of the Coastal Pacific bike trail which would ultimately be an extension to the Picton-Spring Creek plan.

This proposal is significant for the development and progression of South Marlborough and should be recognised for the potential benefits this will have to the greater region and New Zealand should this progress.

I urge this to be included within the plan and will expand on my thoughts should a hearing be available

Kind Regards

John Hickman

P.O.Box 141

Ward

7248

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Marlborough Kaikoura Trail Trust Submission on Marlborough Regional Land Transport Plan

Marlborough Kaikoura Trail Trust (MKTT) submission to the Marlborough Regional Land Transport Plan is:

1. Koromiko Valley Pathway (KVP) project is prioritised and constructed in years 1 to 3.
2. Consideration is given to upgrading and designating Redwood Pass Road as the preferred cycling route as part of the State Highway 1 Weld Pass Realignment Project.
3. RLTP provision for safe cycling between Picton and Kaikoura along SH1, where there is no alternative route to SH1 for the proposed Marlborough Kaikoura Coastal Trail.

MKTT contend:

1. Government Policy Statement on Land Transport

Prioritisation of KVP shared pathway and provisioning for improved safe cycling amenity along State Highway 1 between Picton and Kaikoura is now mandated by each of the four Strategic Objectives in the draft 2018 Government Policy Statement on land transport:

- Safety - a safe system, free of death and serious injury
- Access - provides increased access to economic and social opportunities; enables transport choice and access; is resilient
- Value for Money - delivers the right infrastructure and services to the right level at the best cost
- Environment - reduces the adverse effects on the climate, local environment and public health.

Specifically:

2. Koromiko Valley Pathway

MKTT request planning and constructing for KVP occurs in Years 1 to 3 as the regional Active Mode priority because:

- The community wants the pathway. This is evidenced by the prioritisation of KVP under the Picton Smart & Connected consultation, submissions to Marlborough District Council; and support for Marlborough Kaikoura Trail Trust by Marlborough District Council and the public.
- KVP is a critical component of the Coastal Trail between Picton and Kaikoura as evidenced by the 2017 TRC Consultants Feasibility Study
- There have been accidents on SH1. Whilst safety barriers have made SH1 safer for vehicles, these have deterred cyclists from using SH1 due to perceived increased hazards. E-bikes and the increasing demand for local safe cycling between Picton and nearby communities/facilities eg Koromiko Airport, Tuamarina School and onto Spring Creek/Blenheim is likely to result in future accidents. A safe KVP will allow walkers and cyclists to be separated from vehicles; this in turn improves the resilience of SH1. There are no bus or truck detours available to access the Picton Cook Strait ferry terminals should a cyclist death occur and block the route for extended investigations

- The Amberley to Kaikoura Heartland Ride has already been approved; and there is a growing demand for cycle tourism including bike-packing. Cycle tourists arrive in Picton after experiencing the outstanding Wellington cycle provisioning, only to be confronted with the dangerous Elevation and SH1 shoulder to Spring Creek. Observation shows many of these tourists are not skilled for SH1 road riding; there is no room for error and increasing volumes of trucks and wide loads make the Elevation/SH1 extremely dangerous
- NZTA have already approved \$300,000 in the 2018/19 cycle safety budget and have initial concept plans for a separated pathway up the Elevation. This project will not proceed without safe connections at either end and is best provided as part of a complete designed route
- Planning of KVP by NZTA as the lead designer will allow MKTT to participate and provide the best solution at less cost than if NZTA were to complete the project themselves. MKTT have the skills and local support to cost effectively contribute to a 'public community partnership' for delivery of KVP
- KVP is a national asset as it is positioned as the welcome to South Island cycleway infrastructure. Now that Link Pathway connects Anakiwa to Picton and Queen Charlotte Track Great Ride, the Queen Charlotte Track 10 Year vision concept plan is to connect through to the nearest larger centre in Blenheim
- An NZTA led project will result in a KVP solution suitable for all tourists, whereas a locally funded solution will be a Grade 3+ mountain bike solution only.

3. State Highway 1 Weld Pass Realignment

Priority 1 for the RLTP is the State Highway 1 Weld Pass Realignment Project. MKTT support this project as priority number 1 with the following considerations:

- Consideration is given to upgrading Redwood Pass Road as the on road cycle route as part of the Weld Pass Project
- The upgrade to Redwood Pass Road would include sealing the remaining section of gravel at the summit
- NZTA to include a clip-on or separate cycle bridge across the east side of Co-op Drain as this is dangerous and narrow. NZTA work with MDC and MKTT to extend the existing shared Riverlands Trail to connect with Redwood Pass Road
- Signage is included at both ends of Redwood Pass Road directing cyclist to the preferred alternative and also warning vehicles to share the road
- Safety signs are added to Awatere Road Bridge
- NZTA work with MKTT on the crossing of Awatere River and approach from Dashwood corner. This could include use of the Awatere River rail bridge lower deck which MKTT is currently seeking Approval in Principle from KiwiRail and progressing designs and costings.

4. Safe Cycling amenity between Picton and Kaikoura alongside SH1

MKTT request provisioning for improvements to safe cycling alongside SH1 between Picton and Kaikoura as mandated by the GPS because:

- The east coast of the South Island Cycle Network does not currently accommodate the expected increase in cycle tourism, bike packing and demands for spreading tourism flows throughout New Zealand
- MKTT request that NZTA provide for safe cycling alongside SH1 where there is no alternative for cyclists to cross major bridges. MKTT planning for the proposed trail requires safe access to cross significant river bridges with clip-ons and also to construct a trail alongside SH1 in the corridor where there is no alternative across private or conservation land
- Safety and Access improvements will be cost effective when designed in conjunction with the proposed coastal trail. A trail route has been identified to avoid SH1 as much as practicable when considering the limitations of the Main Trunk Line, private land ownership and topography.

Submitted by

Cynthia Stoks, Trustee

on behalf of

Marlborough Kaikoura Trail Trust

21 April 2018

Marlborough Regional Land Transport Plan

Submission to the mid-term review

This submission is specific to the planned SH1 Koromiko Valley Pathway (Picton to Spring Creek).

The Pathway is significant, addressing aspects of the major objectives of the Plan.

Foremost amongst these it provides *a safe system increasingly free of death and serious injury*. The SH1 route between Picton and Spring Creek is currently a high risk area for cyclists and is utilised only by experienced local riders and touring cyclists who have no alternative in order to complete their journey to or from Picton. Linking to the existing Spring Creek to Blenheim cycleway this will offer a major increase in safety.

The Pathway *addresses current and future demand for access to economic and social opportunities*. As the population of Marlborough ages, increasing numbers of people are adopting cycling as part of a healthy lifestyle. These groups are very conscious of their personal safety and currently avoid SH1 from Spring Creek to Picton due to safety issues.

The high level of uptake of electric cycles (e-bikes) offers new horizons to these groups. Journeys which were of 15-30km are now covering distances of up to 80km due to the assistance of e-bikes. These bikes are also attracting riders who would otherwise be unable to undertake rides of 10-15km and keeps people engaged and active longer. This is of particular note as these groups provide *economic and social opportunities* through their activities.

Establishment of the Pathway is a key facet in the development of the Coastal Pacific Trail. Timely completion linking to the existing Spring Creek Cycleway will provide a link from Picton to Blenheim without riders using SH1. This will further grow the *economic and social opportunities* as the Trail continues south of Blenheim and onward to Kaikoura. I have attached a document of support from the Awatere Valley Trust illustrating the potential economic and social impact thereof.

As mentioned above, the increase in numbers cycling (with or without electric assistance) necessitates changes in the way we look to the future. The Pathway is a key element in *a land transport system providing appropriate transport choices*. A factor which needs to be considered is the reduction factor whereby each person using this Pathway is reducing the vehicular traffic on SH1.

While I appreciate the fact that the Pathway is on the priority list, I am of the belief that its rightful place is at the head of this list for the following reasons:

In the 3 years since this plan was formulated there have been major changes in the social infrastructure around recreational cycling. Driven by a huge uptake of e-bikes, the future is here and now. A reprioritisation of the Pathway is a sensible look to the future as Marlborough's aging population takes advantage of our climate and geography to venture out cycling on a regular basis.

The attraction of our climate, geography and tourism opportunities means that the impact of the Pathway will be far wider than just the resident population, providing increased opportunities to growing numbers of domestic and international tourists.

As traffic levels on SH1 continue to climb, the risk of death or serious injury to those cycling SH1 from Picton to Spring Creek increases. A part of this is the growing level of commercial freight traffic but a key component is the increased tourist traffic placing drivers in an unfamiliar road environment, often in unfamiliar vehicles thereby exacerbating the risk to fellow road users including cyclists.

As imports of e-bikes and sales of these continue to increase, the e-bike component of the leisure rental fleet in the region will continue to grow. A consequence of this will be visitors looking to travel further afield, placing Picton as an easily reachable and desirable destination for a round trip from Blenheim.

The continued growth of off-road opportunities such as the Link Pathway from Picton to Havelock will increase the demand for an off-road option from Blenheim to Picton. While already completed to Spring Creek, the Pathway will enable journeys to Picton and onward to link with the Queen Charlotte Track or venture to Havelock.

In conclusion I thank you for taking the time to consider my submission regarding this matter. As a cycling event manager, advocate and participant for the last 15 years I have seen major trends form and emerge. My statements regarding e-bikes are based on specific questioning of cycle importers and retailers nationally.

Should time permit I would welcome the opportunity to speak to this submission, my contact details are below.

Regards

Duncan Mackenzie
45 Monro St
Blenheim 7201

03 579 2014
021 377317

Marlborough Regional Land Transport Plan

Submission to the mid-term review

Don Miller, 20 McCormicks Rd, Picton, 7281
donmillernz@gmail.com

This submission is specific to the planned SH1 Koromiko Valley Pathway (Picton to Spring Creek).

The Pathway is significant, addressing aspects of the major objectives of the Plan.

Significant aspects of the Plan are addressed by this pathway.

- 1. Safety.** With the addition of the roadside “safety” barriers, SH1 over much of this route has become much more dangerous for cyclists who now have no escape path. An alternative “built for purpose” cycle path will be safer – and much, much more enjoyable.
- 2. Tourism opportunities.** The existing cycleways in other parts of NZ have brought tourism and economic benefits. With the rapidly growing number of ebikes being used, a high rate of capture of tourists will be inevitable. Café culture and cycling are becoming inseparable.
- 3. Health benefits.** The low stress movement of aging joints provided by ebikes is particularly beneficial for arthritis problems, (My doctor has recommended that I use an ebike for this reason.) but this has to be balanced against the risk of injury in using a public road. That can be avoided by the use of cycleways. It could also benefit motorists by keeping cyclists off narrow winding Sounds roads where the lack of safe overtaking areas creates significant tensions and high risk of injury. I have witnessed extremely dangerous overtaking manoeuvres by other motorists on the Port Underwood Rd. I assume that cyclists use these roads for training as they consider them to be safer than SH1 – which is a statement in itself!

I can see the construction of this cycleway as being a real win-win for the region, particularly as it will have the potential to be part of the coastal route to Kaikoura, as well as the Picton to Linkwater tracks.

The Coastal Pacific Trail is VERY important to Seddon and Ward.

NZ is an internationally desirable destination, and Tourism is surely and steadily increasing - Regional areas need to get a look in too!

Currently, tourists rush from Picton or Blenheim to get to Kaikoura. Ironically, these tourists are using the Highway that goes right through the centre of Seddon and Ward townships. These little places along the way would benefit if tourists stopped, and the cycle/hike trail will help correct that.

With the steam train coming to Seddon, this will provide a great start for a cycle adventure. Picton cruise ship passengers will also be looking for something interesting to see and do, and the European style convenience of Railway access with user friendly amenities and refreshments dotted along the way will be enticing.

At the moment, tourists and potential visitors stop their vehicles at the nice new Seddon toilets and deposit their rubbish in the bins as they move through (we are working towards recycling bins in central Seddon). Developing this area will make Seddon a place to visit, instead of simply passing through.

Other attractions will arise when the trail happens:

- Airbnbs will start up
- Crafts will pop up
- Vineyards and Winery's will respond
- Historical places will open up
- Train enthusiasts will come
- Photographers will be agog at the beauty
- Geology trips will be a must - Marfell's and Ward Beach EQ changes
- People will stay in Seddon then go on to Yealands Winery cellar door and other wine trails
- Molesworth tours
- Farm walking tracks
- Salt works tours
- Visit the history of Cable Bay and Vineyards along the way
- Farm stays will open
- Cob building tours
- Electric bikes and bike repairs shops with cycling/hiking back up services will start.

More business will come and grow. The wealth will be more diverse and more evenly spread.

The Coastal Pacific Trail is not just a Cycle way! It's opportunity! More productive satisfaction, more connection with others, and more enterprising energy.

Jobs, creativeness and money!

Awatere Valley Trust

Charmaine, Phyllis, Graeme, Sandra, Ngaire
Heather Turnbull 021 575774

From: Braden Prideaux
Sent: Friday, 4 May 2018 3:46 p.m.
To: RLTP
Cc: David Speedy (david.speedy@live.com); John Pickering (jocapic@xtra.co.nz); Ray Clearwater (r.j.clearwater@gmail.com); Robin Dunn-8558; Steve Hill (hills@hillsfield.co.nz); Tracy Johnston (tracy@dayvinleigh.co.nz)
Subject: Regional Land Transport Plan - Submission
Attachments: Marlborough Regional Land Transport Plan.pdf

Good afternoon,

Thank you for the opportunity to review and submit on the Marlborough Regional Land Transport Plan 2015-21.

Please find attached a submission from Bike Walk Marlborough Trust (BWMT).

BWMT wishes to speak to the submission at the Regional Transport Committee meeting on 18th May 2018. Unfortunately I'm away this week, however I will arrange a BWMT representative to attend and to speak to the submission.

Kind Regards,

Braden Prideaux
Advisor – Community Sport
Bike Walk Marlborough Coordinator
Sport Tasman
Stadium 2000, Kinross Street
PO Box 953, Blenheim 7240

ddi: 03 577 8855 ext 5
Mobile: 027 331 7720
email: braden.p@sporttasman.org.nz
web: www.sporttasman.org.nz



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PO Box 953
Blenheim 7240

Tracy Johnston (Chair) + 64 21 749 3698
Braden Prideaux (BWM Coordinator) + 64 27 331 7720

30 April 2018

Re: Marlborough Regional Land Transport Plan (2015-21) – Mid Term Review

To whom it may concern

Bike Walk Marlborough Trust (BWMT) has reviewed the draft Marlborough Regional Land Transport Plan (2015-21) and wishes to support the inclusion of the following projects in the document:

- 1) SH1 Koromiko Valley (Picton to Spring Creek) Pathway
- 2) Blenheim to Renwick (SH6) Pathway

BWMT also wishes speak to the submission to the Regional Transport Committee on the 18th May 2018. Please find below further information (including route descriptions, rationale and estimated costs).

1. SH1 Koromiko Valley Pathway (Picton to Spring Creek)

The proposed 30km of off road pathway will provide an easy gradient walking and cycling pathway that provides both the community and visitors a safe alternative to using SH1. BWMT recommends that the solution achieves a high level of separation from SH1 as is most practically possible, as determined through the detailed business case.

BWMT requests that it be involved in future discussions, in particular the detailed business case stage, to ensure alignment with other regional walking and cycling projects and connections. For example Wairau Road cycle lanes in Picton, Wairau River stock banks, and linkage to Spring Creek cycleway.

2. Blenheim to Renwick (SH6)

Current State Highway 6 route:

The current cycle commute between the Blenheim and Renwick involves taking one of 3 major roads – in most cases people take State Highway 6 – or Middle Renwick Road. Middle Renwick Road is largely seen as the most desired route due to its directness between the two communities, as well as providing a connection to RNZAF town of Woodbourne that also connects into the Marlborough Airport. The road shoulder, while wide in parts, can also be narrow, especially in some bridge and causeway areas.

Proposed State Highway improvements:

In October 2017, BWMT contracted OPUS International Consultants to provide cost estimates for five proposed cycleways in Blenheim, including the Blenheim to Renwick route.¹ The report found that due to the location, carriageway width and expected vehicle speeds it has been advised that a two way shared path would not suitable for this section of road. For safety reasons it is generally advisable to have cyclists moving in the direction of traffic.

¹ OPUS Report: Blenheim Cycleways Rough Order Cost Estimates, see attached as appendix.
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It is proposed that a 1.5m wide cycleway is constructed on either side of the road with a 0.5m separator strip and cycleway marking. This will increase the safety to the user and take advantage of the existing cycle facilities. These include the bridge detour paths the Fairhall Diversion Bridge and the cycle facility at Westwood Ave.

Although initial cost estimates were only calculated as part of a cycleway, BWMT would encourage NZTA to include walking into the investigation and design framework. While conflict between different user groups does need to be considered and managed, BWMT would suggest that a multi-use facility, similar to the Blenheim to Spring Creek pathway, would be most desirable for community and public health outcomes.

Commuters between Renwick and Blenheim:

The Blenheim to Renwick route would be expected to be used by predominantly commuter cyclists travelling to/from Renwick and Woodbourne. An initial estimate of 20 to 50 commuters per days is assumed by TRC Tourism² as the starting point.

Although BWMT doesn't currently have data on the proposed route, a recent study³ into the redeveloped shared pathway near Grovetown has shown the following:

- Cyclist numbers increased in the order of 100 to 200% following the upgrade
- Weekend use increased following the upgrade
- Both sets of data show spikes in use at the school/commuting times around 8 to 9 am and again from 4 pm to 6 pm.

Tourism Opportunity

The Renwick Wine Trail Project Plan² highlighted:

- Some Marlborough cellar doors experience 50% (or even close to 70%) of visitors on bikes where cycle pathways or linkages exist.
- Extrapolating figures (commercial in confidence) from each cycle operator indicates that the number of wine cellar door cyclists currently exceeds 10,000 to 12,000 per annum.
- The majority of the market undertaking this activity are termed experienced seekers, generally younger, professional either single or in couples and at times travelling in small groups. This aligns well with the region's visitor strategy as a high yielding market to be attracting to Marlborough.
- Strong growth is forecasted by MBIE in the coming years (40% from 2016 to 2023). This market could well grow by at least that amount in the coming years in the Renwick and Marlborough areas.
- Accordingly, and assuming the MBIE growth projects eventuate, and the Picton to Kaikoura Trail is constructed as planned, TRC estimates that within 5 years, up to 20,000 people per annum could be cycling the winery trails within Renwick.
- Safety measures and trail improvements could increase that significantly due to better opportunities to market the experience.

Picton to Kaikoura – Leveraging Opportunity

A feasibility study on the Picton to Kaikoura cycle trail⁴ recommended that the most achievable short-medium term experience was to further investigate a winery loop from Blenheim through the vineyards. Additionally the report recommended that the Marlborough wineries must be incorporated as part of the positioning and Picton to Kaikoura journey to leverage this asset and make an experience eminently suited to the target market.

² Renwick Wine Trails Project Plan and Trail Options Report – April 2018

³ Grovetown Shared Pathway Eco Counter Data; August to November 2016 and December to February 2017.

⁴ Coastal Pacific Trail Feasibility Study – 19 September 2017
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BWMT has since contracted TRC to undertake an investigation into the Renwick Wine Trails² to explore the options in connecting cellar doors with a cycle trail. The report recommended that BWMT continues to investigate connections in Blenheim from Renwick on Middle Renwick Road, noting that it was an obvious missing linkage between the two urban centres.

BWMT will continue to work alongside Marlborough District Council in establishing the winery loop, however the key cycle connections between Blenheim and Renwick is vital in establishing a network of connected cycle trails.

Alignment with draft GPS 2018 Objectives:

The Blenheim to Renwick Cycle path contributes to the follow:

- Safety – The proposed route will be separated from the State Highway and encourages safer active transport options.
- Access – The proposed route enables an alternative safe transport option for Renwick and Woodbourne communities wishing to access Blenheim. Additionally, the route encourages more Blenheim people to access the Renwick Wine Trail network and therefore stimulating economic benefits for Renwick Township and surrounding cellar doors.
- Environment – The proposed route encourages more active forms of transport including walking and cycling, that will reduce the effects of climate change and will positively affect public health outcomes.

Cost Estimates:

OPUS International Consultants provided cost estimates for five proposed cycleways within the Blenheim district including the Blenheim to Renwick (SH6) route in the 2017 report:

The estimated cost for the Renwick to Blenheim route is as follows:

| | |
|----------------------------|--------------------|
| Construction Costs | \$7,412,000 |
| Client Costs | \$371,000 |
| Estimated Consultants fees | \$1,112,000 |
| Total | \$8,895,000 |

The costs have included a 50 percent contingency to allow for significant unknown costs, such as drainage requirements, RCA requirements and variations in treatment due to unforeseen conditions (such as geotechnical and structural). The Estimated consultant fees have included allowances for specialists design and consent requirements for retaining walls and bridge treatments.

BWMT appreciates the opportunity to provide feedback on the draft Marlborough Regional Land Transport Plan, and extends its ability to be involved in further discussions on the recommendations outlined in this submission.

Kind Regards,



Braden Prideaux
Bike Walk Marlborough Coordinator



Blenheim Cycleways

Blenheim Cycleways

Rough Order Cost Estimate

Prepared By

Christian Jensen
Intermediate Engineer Transportation

Opus International Consultants Ltd
Christchurch Office
12 Moorhouse Avenue
PO Box 1482, Christchurch Mail Centre,
Christchurch 8140
New Zealand

Approved for
Release By

Richard Landon-Lane
Senior Transportation Engineer

Date 5 October 2017
Reference 6-DHLAA.00



Blenheim Cycleways – Rough Order Costs Estimates

1 Introduction

Opus International Consultants Ltd have been approached by Marlborough District Council to provide a rough order cost estimate for five proposed cycleways within the Blenheim city district. These estimates are intended to provide an indication of construction costs for these routes.

The estimates are provided using the client’s guidelines and preferred design solutions, no safety review has been undertaken of the routes and the treatments may be modified as the design process progresses or in response to review recommendations.

2 Location and Level of Service

2.1 Location

The five cycleways are located in the Blenheim city district. The routes are in various urban environments. Three are in low to medium volume, 50kph roads with the remaining two on SH6. SH6 has a mixture of speed zones from 50kph to 100kph and high traffic flows.

The Cycleways are listed as follows:

Table 2.1 - List of Sites

| Site No. | Name | Length (Km) | Speed Limit | AADT (est) | Road Classification |
|----------|-------------------------------|-------------|---|---|---------------------|
| 1 | Hutcheson St | 1.28 | 50Kph | 11,000 Alfred St - Nelson St 6000 Nelson St – Lansdowne St | Local Road |
| 2 | Scott St | 2.62 | 50Kph | 1000 - 3000 | Local Road |
| 3 | McLauchlan St | 1.12 | 50Kph | 3100 | Local Road |
| 4 | SH6, Grove Rd to Westwood Ave | 2.9 | 50Kph | 12,000 | State Highway |
| 5 | SH6, Blenheim to Renwick | 7.85 | 80kph – Woodborne 100kph - remainder | 6200 | State Highway |

Site 5 - SH6, Blenheim to Renwick

The State Highway 6 cycle lane is proposed to extend 7.85km from Blenheim to Renwick, see figure 5. This section of State Highway has a speed limit of 100kph in open sections and 80kph in the suburban section of Woodborne.



Figure 5 - SH6 Blenheim to Renwick

Due to the location, carriageway width and expected vehicle speeds it has been advised that a two way shared path would not be suitable for this section of road. For safety reasons it is generally advisable to have cyclists moving in the direction of traffic. It is proposed that a 1.5m wide cycleway is constructed on either side of the road with a 0.5m separator strip and cycleway marking. This will increase the safety to the user and take advantage of the existing cycle facilities. These include the bridge detour paths the Fairhall Diversion Bridge and the cycle facility at Westwood Ave.

Further investigation is required to confirm constructability, safety requirements and gain a more accurate cost estimate. Significant cost can be expected for the required lengths of retaining wall at both bridge approaches. This structure may require guardrail protection and fencing, this is included in the estimate.

The Omaka River Bridge does not currently have adequate width to allow safe passage of cyclists in either direction. The client has provided estimates that have been applied for the construction costs of a cycleway bridge clip in both directions.

Table 2.5 below summarises the treatments within the cycle route.

Table 2.5 - SH6 to Renwick Treatments

| Section | Treatment |
|---------------------------------|---|
| Westwood Ave to Woodborne | 1.5m wide sealed pathway (both sides) with 0.5m of delineation to edge of seal (where possible) |
| Fairhall Diversion Bridge | Use existing bridge detour and cycle bridges |
| Woodborne (suburban section) | On road marked cycleway 1.5m, potential to install cycle path delineation due to 80kph speed limit |
| Woodborne to Omaka River bridge | 1.5m wide sealed pathway (both sides) with 0.5m of delineation to edge of seal (where possible) |
| Omaka River bridge | |
| Omaka River bridge to High St | (Eastern side) 1.5m wide sealed pathway with 0.5m of delineation to edge of seal. (Western side) On road marked cycleway 1.5m with delineation. |

Note:

- It has been assumed that the cycle path will not obstruct the drainage of the road or require major drainage work for construction.
- The rates used for the Omaka River bridge “clip ons” have been supplied by the client. These are rates to be used as an indicative guide only.

The estimated cost for this route is as follows:

- Construction Costs - \$7,412,000
- Client Costs - \$371,000
- Estimated Consultants fees - \$1,112,000
- **Total** **\$8,895,000**

The costs have included a 50 percent contingency to allow for significant unknowns, such as services, drainage requirements, RCA requirements and variations in treatment due to unforeseen conditions such as geotechnical and structural). The Estimated consultant fees have included allowances for specialists design and consent requirements for the retaining walls and bridge treatments.

2.2 Comments

The estimates have be produced to provide the client with an indication of the expected costs to construct the proposed cycle routes. The treatments proposed are a guide and will require further investigation to understand service and drainage implications, parking requirements and project feasibility.

| | | | |
|---|-----------|-----------------|---------------------------|
| Route: SH6 to Renwick | | | |
| Length: 7.85 kilometres | | | |
| | Km | Est rate | Sum |
| Preliminary and General | | 2.5-3 percent | \$170,000 |
| Cyclelane Marking | | | |
| Both Sides | 7.09 | \$49,920/km | \$353,933 |
| One side | | | |
| AC Path (Rural) | | | |
| 1.5m wide both directions (150mm basecouse, 30mm AC) | 7.46 | \$300,000/km | \$2,238,000 |
| Widen footpath | | | |
| One side 2.5m | | | |
| Both sides 2.5m | 0.22 | \$350,000/km | \$77,000 |
| Additional Works | | | |
| Bridge - Clip on | 90 | 2000/m2 | \$540,000 |
| Let dows etc | 4 | 590ea | \$2,360 |
| Median islands | | | |
| Retaing wall, fence and guardrail | 1.5 | 740/m | \$1,110,000 |
| Existing path | 0.17 | | \$0 |
| <u>Sub Total</u> | | | <u>\$4,492,000</u> |
| Traffic Management | | | \$449,200 |
| Contengency (50%) | | | \$2,470,600 |
| Total (construction) | | | \$7,412,000 |
| Client Costs (consents etc) | | | \$371,000 |
| Consultants fees (15%) | | | \$1,112,000 |
| Total | | | \$8,895,000 |
| <i>Cost per km</i> | | | <i>\$945,000.00</i> |



**MARLBOROUGH REGIONAL LAND TRANSPORT PLAN 2015-2021
MID TERM REVIEW**

I wish to support NZTA in their proposal to provide a cycle trail between Picton and Spring Creek.

My reasons for supporting this proposal are

1. This is a vital link to provide safe cycle access between the communities of Picton and Blenheim ..
2. This cycle trail is necessary to meet the growing popularity of cycling particularly as it will link to the Cook Strait Ferries.
3. Currently a cycle trail is being developed from Blenheim to Kaikoura and this will be one of the premier tourist cycle routes in New Zealand. The extension to Picton is essential for tourists to connect to this cycle trail.
4. The economic benefits to the community are significant and justify the cost of development.

My request is that the NZTA prioritise the construction of this cycle trail to be constructed as early as practical to meet the public demand.

I do not wish to attend a hearing.

Basil Stanton

Address for service
28 Old Renwick Road
Blenheim
035784521
basstanton@gmail.com

From: Brent Ackroyd <brent@bikefit.co.nz>
Sent: Thursday, 19 April 2018 6:10 p.m.
To: RLTP
Subject: Draft Marlborough Regional Land Transport Plan – Mid Term Review

Hi

I'm making a submission relating to

SH1 Koromiko Valley pathway (Picton to Spring Creek)

Its great to see this on the Draft

It would be great to see it up a bit higher on the priority list

Obviously there are a lot of benefits to putting in this cycle trail

Improved safety for all road users, since the barriers have been installed I feel very unsafe on this section of road and it is a key section for cyclists traveling north/south

Tourism

It's they key to the South Island for travelers heading south and will eventually lead into the east coast cycle trail

Economy

Opportunity for new businesses, spending in smaller towns

Thanks for considering my submission, and please contact me if you require anything further

--

Kind Regards

Brent Ackroyd

Bikefit Marlborough
24 Market Street, BLENHEIM
P 03 972 2239
E brent@bikefit.co.nz
W www.bikefit.co.nz

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From: David Turner <djpcturner@gmail.com>
Sent: Saturday, 7 April 2018 4:50 p.m.
To: RLTP
Subject: Review of Marlborough Regional Land Transport Plan 2015-2021
Attachments: Review of Marlborough Regional Land Transport Plan.docx

Hi,

Please find enclosed some pertinent comments and feedback to your draft document.

Given my extensive history and involvement in key NZ transport projects, I intend to leave this to you if you wish me to present to your wider group or simply to take as read.

I feel that there are some valuable judgements which you need to act upon or work into your programme. Either way I'm happy to talk to you further regarding these.

Please feel free to contact me at the above address or ring me at 021 524 275.

Please acknowledge receipt of my my submission.

Regards
David Turner

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From: David Turner <djpcturner@gmail.com>
Sent: Wednesday, 11 April 2018 1:56 p.m.
To: MDC
Cc: RLTP
Subject: Review of Marlborough Regional Land Transport Plan
Attachments: Review of Marlborough Regional Land Transport Plan.docx

Hi,

I sent my original comments on April 7 electronically to the c.c. address but have not had them acknowledged despite requesting notification of receipt.

I am comfortable either way presenting this or having it taken as read. Happy to clarify any details further as required.

Regards
David Turner

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Review of Marlborough Regional Land Transport Plan

Name of Submitter: David Turner

Address: 15 Grigg Drive, Witherlea, Blenheim 7201

Daytime Contact Number: 021 524 275

Relevant Experience of Submitter

Now retired, I was formerly a transportation engineer with 49 years of experience covering transport projects in Europe, Asia and more recently Australasia. I had a period of 15 years teaching highway and traffic engineering to both postgraduates and undergraduates combined with research.

Since migrating to New Zealand in 1996, I have led the transport business of three major consultancies: MWH between 1996-2006; GHD from 2006-2010 and finally SKM from 2010-2015.

Formal qualifications include a Masters Degree in Transportation Planning and Engineering (with distinction) from the University of Leeds, 1981. My contribution to my profession was recognized with the award of Fellow of the Institution of Professional Engineers(NZ).

Having lived in Blenheim for almost just over three years, I am now in a position to offer advice on what I perceive to be some of the main transport issues. This is not a Blenheim wide appraisal, nor does it assume that the rest of the network is free of problems, but more of addressing specific areas where traffic efficiency and safety could be improved.

Comments on Network Efficiency and Safety

1. The Opawa Bridge to Sinclair/Main/Redwood Sts Corridor (SH1)

The remedial works and reopening of the section of SH1 between the Clarence River and South of Kaikoura has been reflected in traffic levels returning to those pre-earthquake. This and the continual growth in freight movements has been reflected in increased levels of traffic utilising SH1 through Blenheim.

SH1 between the Opawa River Bridge on Grove Road and the roundabout at the intersection of Sinclair/Redwood/Main Sts is a hugely active corridor with frequent crossing and turning movements by all forms of vehicle types and transport user. The corridor reflects the various forms of land use which include camp grounds and backpackers, bars and restaurants, liquor stores, fast food restaurants, bakeries, vehicle testing stations, gyms, a railway station with the forecourt acting as a bus interchange and market area at weekends, and a skateboard park. It is the very nature of these land uses and their

their varying trip generation patterns which leads to the demand for movement through and across the corridor.

The main issues are the right turns into and out of side roads and also at the various roundabouts. There are also numerous opportunities for reducing right turn movements which could be accommodated and focused upon more suitable locations. One example is the intersection of Auckland St with Sinclair St. There is absolutely no need to allow for right in and right out movements at Auckland Street when these could be achieved via the use of either of the roundabouts at SH6/Sinclair or Alfred/Sinclair. This is clearly a case of network redundancy and it would be wise to restrict movements at Auckland/Sinclair to simply left.in and left out. The removal of the right turns will lead to a reduction in potential conflict points and thereby reduce crash rate.

The ability to turn right at Rudge Street to accommodate movements to and from the eastern portion of Rudge Street is becoming problematic and has had recent press coverage. Perhaps consideration of a roundabout may provide for less delay and safer movements.

I would recommend that a detailed corridor study is undertaken of this entire length of road (Opawa River Bridge to Sinclair/Redwood/Main Sts roundabout) with a specific view to identifying intersection problems, intersection redundancies and ensuring that the needs of all transport users are understood and reflected. This must include cyclists, pedestrians and less able bodied personnel who may require wheelchair access.

2. SH6 Infrastructure Upgrade

A couple of the roundabouts on SH6 are producing unnecessary delays during certain times of the day. These include SH6/SH1 where the heavy dominant flows on SH1 are leading to long queues on the SH6 approach to turn right especially on weekdays from 3.00-4.00pm

Another location is the roundabout at SH6/Battys Rd/Murphys Rd where the development of the retail and business park at Westfield has produced additional traffic demands from the east. These vehicles form steady and continuous east –west traffic movements and prevent traffic from Batty's Rd from entering the roundabout.

Roundabouts only perform well where traffic flows are balanced on the various approaches. Once one direction dominates, the inefficiencies surface and delays can occur to the more minor approaches. The next form of upgrade is traffic lights which allocate green time according to demand for movement from the various flows..

Most provincial Councils oppose the introduction of traffic lights. I undertook the first integrated transportation study in NZ in 2007 which covered the Wakatipu Basin in Queenstown. The local council were totally opposed to the idea of lights at key intersections for their glare and apparent unsightliness and general feeling that they reflected a city and not a provincial town. It is interesting to note that every item I proposed in that study is now in place - including upgrades of roundabouts to traffic lights, the introduction of bus services and local ferries, parking restrictions and other measures aimed at

promoting better use of vehicles and transport infrastructure. Traffic signals are simply a progression towards a more efficient asset than roundabouts.

3. Local Road Improvements

Of course roundabouts do have their place and use. They generally work very well in Blenheim although more problematic for cyclists and pedestrians to negotiate than traffic lights. One location where a roundabout is desperately needed is the intersection of Wither Rd/Taylor Pass Rd/ Maxwell Rd. The provision of the Resource Centre and Recycling Facilities on Wither Rd (east) is attracting traffic from all parts of the region. This results in a whole array of traffic movements and the intersection has the space to be upgraded to a roundabout with this being able to be achieved relatively cheaply.

Whilst driving I have experienced an issue which I recommend needs monitoring. This is associated with the new traffic arrangements which have been introduced at the ASB Theatre and also Clubs of Marlborough. From a driver's perspective, on approaching the roundabout at Alfred St/Hutcheson St from the west (Seymour Sq) when intending to turn left at the roundabout, the focus is on what is approaching from the opposite direction and also from Hutcheson St traveling north. When making the left turn towards the bridge over the Taylor River, there is absolutely no expectancy on what may lie around the corner. What the driver is actually facing is a raised pedestrian crossing and a short right turn bay into the ASB car park. This comes as a real shock for left turn drivers if either of these is being utilized and provides little braking distance and time for a driver to interpret the issue and respond. I doubt whether this has been picked up in a safety audit. Given that this is now on the ground, you should monitor this carefully. Alternatives include taking out the right turn bay and getting them to travel across the roundabout and enter via Alfred Street further east at the other entry/exit. The entry/exit at ASB would simply be a left in/left out.

From: Donna Baker <donna@n-viro.com>
Sent: Tuesday, 17 April 2018 6:10 p.m.
To: RLTP
Subject: DRAFT Marlborough Regional Land Transport Plan 2015-2021 - Mid Term Review

Good evening

I am writing to make a submission to prioritise work on the 'Koromiko Valley Pathway' between Picton and Spring Creek as part of the Marlborough Regional Land Transport Plan 2015 – 2021 Mid Term Review.

I have cycled this section of road for recreational use including having competed in 9x Graperide events over approximately 15 years.

However I have not ridden this part of the Marlborough roads in the last 18 months - 2 years due to the high traffic flow, irresponsible drivers, tourists that have just come off the ferry and don't know the roads and poor road conditions on the side where it's the only place that seems safer to ride. I have lost my confidence in riding to Blenheim which is sad, I miss the opportunity to do this safely. I have also had a few 'scares' along the way over the 15 odd years of riding.

When you ride a road cycle you have to be extra cautious with your thin wheels catching on bumps, cracks in the tar seal etc. Years ago the 'cats eyes' were installed on the left hand side of the road on the white lines, these were incredibly lethal for cyclists and have slowly disappeared thank goodness, they were great for vehicle drivers but not cyclists. . . .I know a lot of cyclists ride the white line or on the road itself but I like to keep as far left as possible so as not to get hit.

Apart from being on a bike and witnessing first hand how dangerous it is to cycle between Picton & Blenheim we also have our business situated on Kent Street, Picton so I am well aware how many vehicles head south every day coming off the ferries; over 1 million annually!! That's a lot of traffic travelling on this piece of road and that's not counting local transport or tourists driving around Marlborough.

I would **LOVE** a **SAFE** cycle/walkway between Picton and Springcreek which of course then can get you to Blenheim safely. I haven't cycled the Springcreek to Blenheim section yet as there doesn't seem any point in loading my bike on my car and taking it to Springcreek to ride the short section to Blenheim 😊

It would of course have to be suitable for all types of bikes/cycles to keep everyone happy.

There are many Blenheim people I know that would use it to come through to Picton especially on weekends or vice versus.

Please consider this a TOP priority.

Thank you
Kind Regards
Donna

Donna Baker
N-Viro Ltd

(N-Viro Mooring Systems)
Managing Director
N-Viro Ltd 12 Kent Street Picton 7220
Ph: 03 573 8045 Cell: 0274 466 725
www.n-viro.com



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**Marlborough District
Council**

**Marlborough Regional
Land Transport Plan
(NRLTP) 2018**

4 May 2018

For more information please contact:
Jane Murray
NMDHB Public Health Service
Email: jane.murray@nmdhb.govt.nz
Phone: (03) 543 7805

Submitter details

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu o Te Waka a Maui. NMH welcomes the opportunity to comment from a public health perspective on the Marlborough Regional Land Transport Plan (MRLTP) 2018.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH, particularly in relation to resiliency, safety, and the promotion of active transport.

General Comments

4. NMH supports MDC's decision to invest in transport resiliency in terms of adopting measures that will reduce flooding and landslide risks to the network as well as improving bridges, culverts and unsealed roads. This will make the network more robust when faced with future hazard events meaning that people and essential services will be able to use the network safely.
5. NMH notes that the MRLTP highlights that customer safety has been compromised by transport infrastructure deficiencies and poor use behaviours. NMH agrees that MDC must continue to work with NZTA to identify sections of the road network where there has been a high crash rate and identify methods to improve safety. NMH supports the retrofitting of safety improvements on the network. NMH is pleased to see that funding for road safety campaigns has increased in the MRLTP.
6. NMH notes that the MRLTP states that it will encourage and support people in Marlborough to choose walking and cycling for an active and healthy lifestyle by setting and reviewing strategic direction at regular intervals (pg.33). This aligns with the recently released Government Position Statement on Land Transport (GPS) supporting active transport. There are numerous benefits in promoting active transport. Increased numbers of walkers and cyclists can stimulate economic activity, promote accessibility and community cohesion, reduce congestion, improve safety, reduce transport emissions and improve public

health¹. NMH would like the opportunity to work with MDC on the review of these strategic directions as NMH have an interest in promoting healthy lifestyles.

7. NMH supports MDC to further invest in infrastructure and education programmes targeted at providing and promoting transport choice. NMH supports the following programmes of work that encourage walking and cycling:
 - a. Improvements to the cycle networks (pg. 32)
 - b. Provision of linkages for cyclists, pedestrians and mobility device users in urban and suburban areas which maximise the use of reserves and open spaces (pg. 33)
 - c. SH1 Koromiko Valley Pathway (Picton to Spring Creek) (pg 33)
 - d. Requirements that new subdivisions include appropriate facilities for cyclists, pedestrians and mobility device users (pg 34)
 - e. Blenheim Network Optimisation programme (pg 36).
8. NMH notes that the MRLTP objective M8 is to “maintain environmental values to at least a level as exists at present” (pg 73). Many of the programmes within the MRLTP, in particular the active transport programmes, will contribute to improving rather than maintaining environmental values however the language used in the MRLTP has taken a conservative approach by only maintaining values. Given the approach MDC has taken in terms of its programmes, improving values would be more appropriate. This change would further align the document to the environmental objective of the GPS 2018 on Transport that states that “A land transport system that reduces the adverse effects on the climate, local environment and public health.”² NMH recommends that the M8 be altered to “~~maintain~~ improve environmental values”.
9. NMH supports MDC’s decision to enable new technologies that reduce carbon emissions, and invest in infrastructure or operational changes will result in improved fresh water quality.
10. NMH would like the opportunity to work closer with MDC on looking at the causes of accidents and injuries. Health data could help inform the decisions made on transport spending especially in terms of road safety.

¹ Ministry of Transport (2008) Raising the Profile of Walking and Cycling in New Zealand. Retrieved from <http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf> on 3 January 2018.

² <https://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/>

11. *Recommendation:*

- a. that NMH and MDC work together on strategic direction reviews in relation to promoting active lifestyles
- b. that objective M8 is altered as follows: ~~maintain~~ improve environmental values ~~to at least a level as exists at present~~"

Marlborough Regional Public Transport Plan (RPTP)

12. NMH is pleased to see that the focus of the RPTP is to build on the current services to provide the community with transport choice. In particular, it is pleasing to see that bus times have been extended over the lunch time period, however the bus services only currently run between 9am to 3pm. These short hours mean that commuters are unable to utilise the bus services. NMH notes that MDC have been running a survey asking residents about their preferred bus service times. It is hoped that the results of this survey will be used to adjust service times to meet resident demands. The MRTLP states that one of the measures of success for communities was a reduction in the distance per capita travelled in single occupancy vehicles on urban key journey routes (pg 29). By extending bus services, MDC would enable more transport choice for bus patrons including older people who have early or late appointments. Extending hours would align the RPTP with the GPS which supports investment in increasing public transport capacity.
13. NMH supports the trial of bus services to Boulevard Park and Renwick.
14. NMH supports the investigation for a bus services to Picton and other outlying towns.
15. NMH supports further enhancements to bus services such as the provision of bus timetables at bus stops, the installation of more bus shelters and the provision of concessions as these will make the bus service more appealing to patrons.
16. NMH supports the Council's intention to provide bus stops to 90% of passengers walking less than 500m as this allow people with limited mobility to access bus stops.
17. The GPS has indicated that funding will be allocated for regional passenger rail projects. This may be beneficial for the Marlborough District with the opportunity to consider a passenger rail service between Picton and Blenheim which could be used as a commuting service rather the Coastal Pacific service that caters for tourists. This would bolster public transport services in the area.

Conclusion

18. NMH thanks the MDC for the opportunity to comment on the Marlborough Regional Land Transport Plan. NMH is pleased to see that MDC plans to invest further in active and public transport as this will have positive health outcomes for the community.

Yours sincerely



Peter Bramley

Chief Executive

Peter.bramley@nmdhb.govt.nz

From: Janet Talbot <rossjanetalbot@gmail.com>
Sent: Thursday, 22 March 2018 7:36 p.m.
To: RLTP
Subject: Submission to Koromiko Valley Pathway.

This Cycleway is linking the Picton to Blenheim section . As such this will be very beneficial to our growing Tourism in Marlborough, particularly linking the North with the South Island, as Tourists flock off the Ferries in Picton and make their way South.

Cycling is a very popular mode of transport today and I am sure will be well patronised.

I also think making safe, interesting, heritage type stops is also important.

Marlborough will benefit greatly by adding these stops along the trail. The first of these stops could be in Rarangi at the DOC campsite. There is a lot for people to see and do out there, an amazing amount of Marlboroughs history could be experienced as they cycle through the Area, from the Tuamarina turn off, to Monkey Bay, with its look out , beach, caves etc and then heading to spring creek along the Diversion River stop bank to the flaxmills on Chaytors farm area, linking back up at the Spring Creek trail to Blenheim

This is an area of Marlboroughs early history. We would need better cycle trails out to Monkey Bay, but I think it is a very under utilised piece of our history., it could possibly link into the Grove town lagoons and the wildlife there as well, and possibly adding in a cycle wine tour.

Checking all this out on a cycle would keep people in Marlborough for that bit longer, all helping our Tourist Industry.

This could provide all sorts of opportunities for the local tourist industry, and

I would totally support the Koromiko Valley Pathway.

I haven't put in a submission before , so I hope this is O.K

Many thanks

Janet Talbot
Ph 021 298 0940

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From: Jill Evans <jill@cougarline.co.nz>
Sent: Tuesday, 27 March 2018 12:42 p.m.
To: RLTP
Subject: Bike Walk Picton

Greetings,

Marlborough Regional Land Transport Plan 2015-21 Mid term Review.

We wish to make a submission.

Picton Bike Walk Group would like **priority to be given to** work on the Koromiko Valley Pathway between Picton and Spring Creek.

This work has been identified by members of our group to be an important link for the impressive development of bike and walk tracks in our area and onwards further to Vineyard trails and Coastal pacific trail development.

A safe cycleway and walking exit from Picton and through the Koromiko Valley is seen as essential. Currently the volume of traffic and speed of traffic including heavy traffic through the area creates a dangerous hazard that some people dare to navigate while most choose not to. Hence creating a barrier for cyclists wishing to explore the area.

Your consideration of this matter will be most appreciated.

Kind regards

Jill Evans

Chair Bike Walk Picton

Jill Evans
CO Director

Cougar Line
The Foreshore, PO Box 238
Picton
Tel: (03) 573 79 25
Fax: (03) 573 79 26
www.cougarline.co.nz

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From: Laurie Johnston <laurencejohnston599@gmail.com>
Sent: Tuesday, 3 April 2018 12:56 p.m.
To: RLTP
Subject: Transport Plan

Sent from [Mail](#) for Windows 10

There is an increasing problem with commercial vehicle parking in Blenheim and Picton .

The problem is shortly to be partly solved in Picton , but the situation needs looking at in totality .

The council should look at banning vehicles from our residential streets .

In Picton some streets have an acute problem with parking .

In Blenheim trucks are overnight parking all over the town . To a much lesser degree Renwick has little problem because there is ample parking available .

As business increases as predicted the problem will only get worse and therefore the plan needs adjusting at this time.

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From: Nina Kay <ninanne.kay@gmail.com>
Sent: Tuesday, 8 May 2018 8:13 a.m.
To: RLTP
Cc: Danny de Klerk
Subject: Re: late submission

Hi,

Please let me know if there is anything further you need..

I would like to make a submission on behalf of myself Nina Kay and partner Daniel de Klerk for a cycleway to be made between Spring Creek and Picton.

We live at 2/27 Henry Street Blenheim and Daniel works in Koromiko. He normally cycles to work and home, 1-2 times per week, sometimes more. He has had one near miss by a truck on one of the bridges..even while having all his safety gear on (lights on bike, reflective vest). It seems that due to the high speed limit, there does not seem to be a chance for vehicles to slow down even if they see a cyclist.

The one bridge has a cyclist detector but I don't know if it always functions.

It would be a lot safer if there was a cycle pathway and this would promote much needed active transport which supports a healthy lifestyle and far less threatening to our natural environment. In addition to this, it is a beautiful length to cycle.

Our contact details are below:

Nina Kay - 027 946 0444
Daniel de Klerk - 027 532 2267

Warm regards,
Nina

Marlborough Regional Land Transport Plan

Submission to the mid-term review.

This submission is specific to the planned SH1 Koromiko Valley Pathway (Picton to Spring Creek).

The Pathway is significant, addressing aspects of the major objectives of the Plan.

Foremost amongst these it provides *a safe system increasingly free of death and serious injury*. The SH1 route between Picton and Spring Creek is currently a high risk area for cyclists and is utilised only by experienced local riders and touring cyclists who have no alternative in order to complete their journey to or from Picton. Linking to the existing Spring Creek to Blenheim cycleway this will offer a major increase in safety.

The Pathway *addresses current and future demand for access to economic and social opportunities*. As the population of Marlborough ages, increasing numbers of people are adopting cycling as part of a healthy lifestyle. These groups are very conscious of their personal safety and currently avoid SH1 from Spring Creek to Picton due to safety issues.

The high level of uptake of electric cycles (e-bikes) offers new horizons to these groups. Journeys which were of 15-30km are now covering distances of up to 80km due to the assistance of e-bikes. These bikes are also attracting riders who would otherwise be unable to undertake rides of 10-15km and keeps people engaged and active longer. This is of particular note as these groups provide *economic and social opportunities* through their activities.

Establishment of the Pathway is a key facet in the development of the Coastal Pacific Trail. Timely completion linking to the existing Spring Creek Cycleway will provide a link from Picton to Blenheim without riders using SH1. This will further grow the *economic and social opportunities* as the Trail continues south of Blenheim and onward to Kaikoura. The potential economic benefits and social impact thereof are going to be massive for the region.

As mentioned above, the increase in numbers cycling (with or without electric assistance) necessitates changes in the way we look to the future. The Pathway is a key element in *a land transport system providing appropriate transport choices*. A factor which needs to be considered is the reduction factor whereby each person using this Pathway is reducing the vehicular traffic on SH1.

While I appreciate the fact that the Pathway is on the priority list, I am of the belief that its rightful place is at the head of this list for the following reasons:

In the 3 years since this plan was formulated there have been major changes in the social infrastructure around recreational cycling. Driven by a huge uptake of e-bikes, the future is here and now. We are seeing this first hand through the sales in our shop and the age group that is buying them. A reprioritisation of the Pathway is a sensible look to the future as Marlborough's aging population takes advantage of our climate and geography to venture out cycling on a regular basis.

The attraction of our climate, geography and tourism opportunities means that the impact of the Pathway will be far wider than just the resident population, providing increased opportunities to growing numbers of domestic and international tourists.

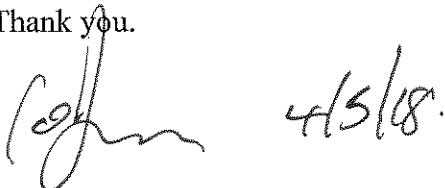
As traffic levels on SH1 continue to climb, the risk of death or serious injury to those cycling SH1 from Picton to Spring Creek increases. A part of this is the growing level of commercial freight traffic but a key component is the increased tourist traffic placing drivers in an unfamiliar road environment, often in unfamiliar vehicles thereby exacerbating the risk to fellow road users including cyclists.

As imports of e-bikes and sales of these continue to increase, the e-bike component of the leisure rental fleet in the region will continue to grow. A consequence of this will be visitors looking to travel further afield, placing Picton as an easily reachable and desirable destination for a round trip from Blenheim.

The continued growth of off-road opportunities such as the Link Pathway from Picton to Havelock will increase the demand for an off-road option from Blenheim to Picton. While already completed to Spring Creek, the Pathway will enable journeys to Picton and onward to link with the Queen Charlotte Track or venture to Havelock.

The Picton to Spring Creek Pathway is the most critical piece of the puzzle and its development must be top priority and once done will be the kick to start significant future economic and social opportunities for the province for years to come.

Thank you.



PAUL O'DONNELL

Director & Owner – Leslie & O'Donnell Chartered Accountants

Director & Owner – Cycle World Blenheim Limited

Marlborough Regional Land Transport Plan

Submission to the mid-term review, New Zealand Walking Access Commission

The Commission wishes to submit on two points:

1. Planned SH1 Koromiko Valley Pathway (Picton to Spring Creek). The Commission supports this cycle/walking pathway being given priority under the Plan. This is valuable for several reasons
 - a. This is a dangerous section of highway, especially since the erection of crash barriers on the road shoulder which forces bikes further out into the pathway of cars and gives no escape route. It is heavily used by traffic with a high accident rate probably due to speeding/inattention as drivers focus on meeting ferry sailings. Personally, I often biked this route until the barriers were installed but no longer feel safe
 - b. This is a section of the proposed Coastal Pacific Cycleway which the Commission supports as a destination route for cyclists. This Cycleway will create economic and social opportunities in Marlborough
 - c. There are health benefits in increasing cycling opportunities in the district. The value of this section is increased by its connection with the Spring Creek to Blenheim section
 - d. Including the cycle route in the Plan (showing the support of Top of the South councils) may help attract outside funding from Government and other sources
 - e. There is potential/intention to connect this pathway to Rarangi offering a recreational opportunity to visit the beach and also the opportunity for children to cycle to Tuamarina School

The measure of success for this pathway - to increase in trips travelled by walking, cycling, and public transport - is compatible with Government's Draft General Policy Statement on Land Transport.

2. Where crash barriers are installed on the left side of roads, cyclist safety should be considered. These barriers can have the effect of pushing bikes further out into traffic and add to the danger of being hit by a vehicle. Ideally, off-road cyclists' routes should be provided otherwise adequate space.

Penny Wardle, regional field advisory, NZ Walking Access Commission

027 205 2339 03 577 8863 penny.wardle@walkingaccess.govt.nz

From: Rachel McClung <Rachel.McClung@hortnz.co.nz>
Sent: Wednesday, 4 April 2018 12:54 p.m.
To: RLTP
Cc: Astra Foster
Subject: HortNZ submission to Marlborough Regional Land Transport Plan
Attachments: HortNZ.Marlborough.Regional Land Transport Plan submission. 4 April 2018.docx;
HortNZ. Submission on Draft_Marlborough_Regional_Land_Transport_Plan_2015-2021_Mid_Term_Review. 4 April 2018.pdf

Please find attached the HortNZ submission to the Marlborough Regional Land Transport Plan. We also lodged a similar submission to the Nelson Regional Land Transport Plan earlier in the year.

If you have any queries, please do not hesitate to contact me.

Kind regards,

Rachel

Rachel McClung | Acting Manager – Natural Resource and Environment | Horticulture New Zealand
M: 027 582 7474 | www.hortnz.co.nz | **A:** PO Box 10232, The Terrace, Wellington 6143 |
Unit 8, 35 Sir William Pickering Drive, Burnside 8053, Christchurch

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**SUBMISSION ON DRAFT MARLBOROUGH REGIONAL LAND TRANSPORT PLAN 2015-2021 AND
STATEMENT OF PROPOSAL – MID TERM REVIEW**

TO: MARLBOROUGH COUNCIL

SUBMISSION ON: DRAFT MARLBOROUGH REGIONAL LAND TRANSPORT PLAN – MID TERM REVIEW

NAME: HORTICULTURE NEW ZEALAND

POSTAL ADDRESS: PO BOX 10 232
WELLINGTON

- 1. Horticulture New Zealand (HortNZ) submits in support Marlborough Council’s Draft Regional Land Transport Plan.**
- 2. Background to HortNZ and its involvement with natural resource and environmental management**

HortNZ was established on 1 December 2005, combining the New Zealand Vegetable and Potato Growers’ and New Zealand Fruitgrowers’ and New Zealand Berryfruit Growers Federations.

The horticulture industry value is \$5.6 billion and is broken down as follows:

| | |
|-----------------------|----------------|
| Industry value | \$5.6bn |
| Fruit exports | \$2.81bn |
| Vegetable exports | \$615m |
| Total exports | \$3.4bn |
| Fruit domestic | \$960m |
| Vegetable domestic | \$1.26bn |
| Total domestic | \$2.2bn |

It should be acknowledged that it is not just the economic benefits associated with horticultural production that are important. The rural economy supports rural communities and rural production defines much of the rural landscape. Food production values provide a platform for long term sustainability of communities, through the provision of food security.

The vision of HortNZ is ‘Healthy food for all forever’ and the HortNZ mission is ‘creating an enduring environment where growers prosper’. HortNZ advocates for growers across the key industry areas of national regulatory reform, regional and district planning, biosecurity, research and development, access to labour, education and readiness and response to adverse events.

HortNZ takes an involvement in local government planning processes on behalf of all 5,500 active growers as part of its national environmental policy. HortNZ manages issues that cover and effect the whole horticulture industry (excluding winegrowers and winemakers). Many of the issues are common between Districts, therefore HortNZ provides input to policy at the national level, as well as regional and district policy processes.

With New Zealand's increasing population, domestic food supply is an issue that HortNZ is concerned about nationally. HortNZ have recently released a report¹ on domestic vegetable production in New Zealand to help educate and inform New Zealanders of this issue. While the ability to transport chilled fruit and vegetables has reduced reliance on locally-grown produce, it also creates risk if distribution channels are unexpectedly altered. For example, a blocked highway following an earthquake or significant rainfall could restrict access between fruit and vegetable hubs and their markets. Therefore, HortNZ consider planning for reliable and efficient Transport networks to be a high priority.

3. Horticulture in Nelson, Tasman and Marlborough

There are approximately 202 growing operations in the Tasman District, 11 in Nelson and 100 in Marlborough. These include a wide variety of crops as identified in the Census data tables below. These Districts are an attractive place for horticulture due to the climate with high sunshine hours and central location within New Zealand. They are critical in the national food supply framework.

Importantly the vast majority of boysenberries are grown on the Waimea Plains. The Waimea Plains is the 'world capital of boysenberries' growing most of Nelson's boysenberries and NZ grows over 60% of the global supply. Similarly, New Zealand's supply of garlic is grown in the Marlborough District.

Census Statistics

The last Agriculture Census was in 2012² and provides a level of insight into the amount of land in horticultural production (Fruit and Vegetables). While this data³ is of interest, it has limitations due the age of the census data (5 years) and the fact that a number of growers requested information they provided to remain confidential. Therefore, this data should not be relied upon to define the full extent of horticulture within the District. It does however highlight the extensive range of fruits and vegetables grown in the Tasman, Nelson and Marlborough District's.

Please note that HortNZ do not represent mushrooms or walnuts; however, they have been included in the tables below for completeness.

Figures 1, 2a, 2b and 3 below summarise the 2012 census findings for the Tasman, Nelson and Marlborough District's, South Island and New Zealand.

¹ <http://www.hortnz.co.nz/assets/Media-Release-Photos/HortNZ-Report-Final-A4-Single-Pages.pdf>

² The next agricultural census will be held later this year.

³ http://www.stats.govt.nz/browse_for_stats/industry_sectors/agriculture-horticulture-forestry/2012-agricultural-census-tables/horticulture.aspx

Figure 1: Area in indoor vegetables harvested by region and type

Year to 30 June 2012

| Region | Capsicum | Cucumber | Cooking herbs | Lettuce/salad greens | Mushrooms (Cased) | Tomatoes (Indoor) | All other vegetables and herbs grown indoors |
|--------------------|---------------|----------|---------------|----------------------|-------------------|-------------------|--|
| | Square metres | | | | | | |
| Tasman | 49,505 | C | C | 6,514 | 0 | C | C |
| Nelson | C | 0 | 0 | 0 | 0 | C | 0 |
| Marlborough | 0 | 0 | C | C | 0 | C | 0 |
| TOTAL South Island | 74,175 | 53,280 | 27,450 | 64,008 | C | 182,110 | 87,978 |
| TOTAL New Zealand | 571,782 | 268,525 | 90,390 | 238,103 | 151,962 | 1,180,883 | 269,331 |

Source: Statistics New Zealand

Symbol: C confidential

Figure 2a: Area planted in outdoor fruit by region and type
 At 30 June 2012

| Region | Kiwifruit (green) | Kiwifruit (gold) | Kiwifruit (other) | Total kiwifruit | Wine grapes | Table grapes | Apples | Pears | Nashi (Asian) pears | Peaches | Apricots | Nectarines | Cherries | Plums | Avocados | Feijoas | Tamarillos | Passionfruit |
|--------------------|-------------------|------------------|-------------------|-----------------|-------------|--------------|--------|-------|---------------------|---------|----------|------------|----------|-------|----------|---------|------------|--------------|
| | Hectares | | | | | | | | | | | | | | | | | |
| Tasman | C | C | C | 497 | 821 | 7 | 2,496 | 266 | C | 3 | 2 | 3 | C | 14 | 7 | 10 | C | 0 |
| Nelson | 0 | 0 | C | C | C | C | C | C | 0 | 0 | 0 | 0 | 0 | C | 0 | C | 0 | 0 |
| Marlborough | C | 0 | 0 | C | 22,627 | C | 18 | 7 | 0 | 1 | 8 | C | 56 | 3 | C | 8 | 0 | C |
| TOTAL South Island | 398 | C | C | 501 | 26,613 | 14 | 3,224 | 304 | 13 | 95 | 321 | 151 | 595 | 85 | 9 | 36 | C | C |
| TOTAL New Zealand | 9,500 | 3,070 | 187 | 12,757 | 34,562 | 43 | 8,845 | 617 | 76 | 452 | 434 | 409 | 619 | 362 | 4,149 | 238 | 106 | 31 |

Source: Statistics New Zealand

Symbol: C confidential

Figure 2b: Area planted in outdoor fruit by region and type (continued)

At 30 June 2012

| Region | Persimmons | Blackcurrants | Blueberries | Boysenberries | Raspberries | Strawberries | Oranges | Grapefruit/goldfruit | Lemons | Mandarins | Tangelos | Olives | Chestnuts | Hazelnuts | Macadamia | Walnuts | Other fruits |
|--------------------|------------|---------------|-------------|---------------|-------------|--------------|---------|----------------------|--------|-----------|----------|--------|-----------|-----------|-----------|---------|--------------|
| | Hectares | | | | | | | | | | | | | | | | |
| Tasman | 1 | 424 | 27 | 181 | 53 | 3 | 1 | 0 | C | C | C | 129 | 2 | 39 | C | 18 | 47 |
| Nelson | 0 | 0 | 0 | C | 0 | C | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | C | C |
| Marlborough | 0 | C | C | C | C | C | 0 | 0 | 0 | 0 | 0 | 134 | C | 16 | C | 15 | C |
| TOTAL South Island | 1 | 1,407 | 149 | 221 | 102 | 26 | 1 | C | 5 | C | C | 525 | 41 | 376 | 5 | 477 | 210 |
| TOTAL New Zealand | 154 | 1,408 | 579 | 259 | 132 | 220 | 696 | 32 | 371 | 691 | 67 | 1,657 | 142 | 433 | 195 | 574 | 396 |

Source: Statistics New Zealand

Symbol: C confidential

Outdoor vegetables harvested by region and type

Year to 30 June 2012

| Region | Asparagus | Broccoli | Cabbage | Carrots | Cauliflower | Cooking herbs | Green beans | Kumara | Lettuce | Melon (water/ rock) | Onions | Peas (fresh / processed) | Potatoes | Pumpkin | Squash | Sweet corn | Tomatoes (outdoor) | Other |
|-------------------------------|------------|--------------|------------|--------------|-------------|---------------|--------------|--------------|--------------|------------------------|--------------|-----------------------------|---------------|--------------|--------------|--------------|-----------------------|--------------|
| | Hectares | | | | | | | | | | | | | | | | | |
| Tasman | 4 | 96 | 130 | C | 120 | C | C | C | 132 | 28 | 55 | C | 13 | 62 | 14 | 37 | 4 | 109 |
| Nelson | 0 | C | C | 0 | C | 0 | 0 | 0 | 0 | 0 | C | 0 | C | C | C | C | 0 | 0 |
| Marlborough | C | C | 0 | C | C | C | 190 | 0 | C | 0 | C | 552 | 2 | 19 | C | 601 | C | 90 |
| TOTAL South Island | 43 | 429 | 188 | 1,189 | 235 | 178 | 741 | C | 184 | 28 | 1,108 | 4,175 | 6,136 | 254 | C | 894 | 7 | 629 |
| TOTAL New Zealand | 820 | 1,977 | 793 | 2,047 | 852 | 314 | 1,186 | 1,228 | 1,250 | 273 | 5,718 | 6,672 | 11,578 | 1,048 | 6,837 | 4,664 | 669 | 1,781 |

Source: Statistics New Zealand

Symbol: C confidential

Outdoor vegetables harvested by region and type

Year to 30 June 2012

| Region | Asparagus | Broccoli | Cabbage | Carrots | Cauliflower | Cooking herbs | Green beans | Kumara | Lettuce | Melon (water/ rock) | Onions | Peas (fresh / processed) | Potatoes | Pumpkin | Squash | Sweet corn | Tomatoes (outdoor) | Other |
|-------------------------------|------------|--------------|------------|--------------|-------------|---------------|--------------|--------------|--------------|------------------------|--------------|-----------------------------|---------------|--------------|--------------|--------------|-----------------------|--------------|
| | Hectares | | | | | | | | | | | | | | | | | |
| Tasman | 4 | 96 | 130 | C | 120 | C | C | C | 132 | 28 | 55 | C | 13 | 62 | 14 | 37 | 4 | 109 |
| Nelson | 0 | C | C | 0 | C | 0 | 0 | 0 | 0 | 0 | C | 0 | C | C | C | C | 0 | 0 |
| Marlborough | C | C | 0 | C | C | C | 190 | 0 | C | 0 | C | 552 | 2 | 19 | C | 601 | C | 90 |
| TOTAL South Island | 43 | 429 | 188 | 1,189 | 235 | 178 | 741 | C | 184 | 28 | 1,108 | 4,175 | 6,136 | 254 | C | 894 | 7 | 629 |
| TOTAL New Zealand | 820 | 1,977 | 793 | 2,047 | 852 | 314 | 1,186 | 1,228 | 1,250 | 273 | 5,718 | 6,672 | 11,578 | 1,048 | 6,837 | 4,664 | 669 | 1,781 |

Source: Statistics New Zealand

Symbol: C confidential

4. Submission

Growers supply fruit and vegetables to markets across New Zealand and are highly dependent on the transport network, including sea freight and land transport. Air Freight is not relied upon in the 'Top of the South' regions due to limited capacity from Nelson and Blenheim airports.

Horticulture in Nelson, Tasman and Marlborough has been put under stress because of the unreliable transport routes following the Kaikoura earthquakes. Transport must be reliable in order to achieve consistent food quality, supply the market at the right times and obtain the equitable returns. While the ability to transport chilled fruit and vegetables improves quality delivered to market, this adds expense and has proven unreliable post the Kaikoura quake with produce arriving at market in poor quality, even with refrigeration during transport, due to long delays.

The top 5 transport priorities from HortNZ's perspective are as follows:

1. Nelson Southern link

The Southern link from Annesbrook Drive to Port Nelson need to be built with urgency. There have been enough studies already to support this.

2. Nelson and Richmond Urban Optimisation

There needs to be a solution to bypass Richmond. There are issues with the roundabout leading onto the Old Stoke Main Road and the lights at Queen Street and Oxford Street. There is a lack of capacity along Gladstone Road.

3. SH60 Motueka Investigations

There needs to be investigations into a Motueka bypass as delays of 30 minutes or more are experienced during peak traffic on High Street during summer holidays because of the influx of tourists. This coincides with horticultures growing and harvesting season, adding expense to transportation and can have impact's the quality of produce.

4. SH1 Picton Port to Blenheim and Christchurch

Continued development of State Highway 1 between Picton and Christchurch was a priority prior to the Kaikoura Quake and should remain a priority as Picton Port is a critical freight link between the North and South Island – of benefit to the entire region, not just Horticulture.

While this is a land transport focused review, continued development of inter-island transport services and the land transport links to them are of key consequence to business in this region and must be considered as critical to the wider context of resilient and efficient transport networks across New Zealand.

The old 'banana' bridge north of Blenheim needs to be replaced with a fit for purpose new two-lane Opaoa Bridge. The old bridge is not fit for purpose with increased traffic and is susceptible to earthquakes and flooding and does not provide for a resilient state highway network.

5. Improvements to the State Highway between Richmond and Christchurch

The condition of this state highway needs addressing as a priority. We appreciate that this State Highway extends beyond the jurisdiction of the 'Top of the South' Council's and cannot be fully addressed through the Top of the South Transport Plan's. However, this is a critical transport network and its condition has put considerable stress on growers and produce quality. We appreciate that work is being done to repair and improve SH1 and look forward to this route being fully restored.

The limitation of the State Highway network has placed financial burdens directly on the grower. NZTA and Council's should be aware that Transport Companies are charging additional 'inconvenience' levy's due to the poor road conditions. This is charged directly to the grower and can be as much as 25% of the growing cost. Some growers have insurance to cover this for up to 12 months. However, 12 months have passed, insurance has run out and the levy is still being charged. In addition to this, due to the transport delays, in some instances produce is not arriving at market in quality condition and therefore the market price paid to the grower is greatly reduced (if the produce is purchased at all).

We live in a country that is continually subjected to natural hazards for which NZTA must plan better. Our country must have a resilient and reliable transport network in which there is more than one reliable option to transport good around the South Island. From the HortNZ perspective, we are heavily reliant on the State Highway network to provide fresh fruit and vegetables to feed New Zealanders.

HortNZ strongly support Marlborough District Council, Nelson City Council, Tasman District Council and New Zealand Transport Agency (NZTA) in continuing to maintain and improve the transport network. And In doing so, taking a holistic view of the critical freight journeys across the South Island and New Zealand, as they are interconnected and do not stop at a district boundary.

NZTA must continue to fund transport projects in these regions, as a reliable and efficient transport network is vital to not just the regional economy, but also the New Zealand economy. Furthermore, fruit and vegetables grown in these regions feed all New Zealander's and a resilient and efficient transport network is a vital component of achieving this.

Nelson, Tasman and Marlborough growers look forward to a more reliant, reliable and efficient transport network in the Top of the South and throughout New Zealand. Upon which, the success of these growers and their ability to feed New Zealanders is so reliant.

Please do not hesitate to contact us if you have any queries.

Rachel McClung
**Environmental Policy Advisor – South Island
Horticulture New Zealand**

Dated: 04 April 2018

Address for service:

Rachel McClung
Environmental Policy Advisor – South Island
Horticulture New Zealand
PO Box 10-232 WELLINGTON

Mob: 027 582 7474

Email: rachel.mcclung@hortnz.co.nz



**MARLBOROUGH REGIONAL LAND TRANSPORT PLAN 2015-2021
MID TERM REVIEW**

I wish to support NZTA in their proposal to provide a cycle trail between Picton and Spring Creek.

My reasons for supporting this proposal are

1. This is a vital link to provide safe cycle access between the communities of Picton and Blenheim ..
2. This cycle trail is necessary to meet the growing popularity of cycling particularly as it will link to the Cook Strait Ferries.
3. Currently a cycle trail is being developed from Blenheim to Kaikoura and this will be one of the premier tourist cycle routes in New Zealand. The extension to Picton is essential for tourists to connect to this cycle trail.
4. The economic benefits to the community are significant and justify the cost of development.

My request is that the NZTA prioritise the construction of this cycle trail to be constructed as early as practical to meet the public demand.

I do not wish to attend a hearing.

Vern T.F. Ayson

Address for service

64a Parker street Blenheim 7201

035789950

ayson.home@gmail.com

