

# Marlborough Walking and Cycling Strategy

2019-29



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## 1. Purpose of the strategy

The purpose of this strategy is to provide a framework to increase walking and cycling participation and safety in Marlborough. The primary focus of the strategy is on walking and cycling to work and school, for recreation and to increase tourism potential in the district. This strategy contains network and action plans that identify existing and proposed tracks, facilities and projects to develop and expand walking and cycling networks, for a range of local journeys and longer distance touring routes.

### The main aims of the strategy are to:

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

The social, environmental, economic and health benefits of walking and cycling are well understood, and there is increasing support and investment for the development of walking and cycling infrastructure. Providing safe and connected walking and cycling networks will take time and money, and this strategy provides Marlborough with priorities for investment. Marlborough also needs to position itself to take advantage of new and evolving opportunities and partnerships as they arise, to maximise the benefits from the Marlborough District Council's (the Council) investment.

This strategy is intended to being a 'living document' whereby it will be used as a guiding document between the Council, Marlborough Roads/NZ Transport Agency, and Bike Walk Marlborough. The action plan (shown in Appendix D) provides the 'how to get there' framework that can be applied to achieve the objectives as set in this strategy.

## 2. Development of the Strategy

This strategy has been compiled by Bike Walk Marlborough in partnership with the Council, NZ Transport Agency and Marlborough Roads. The relationship between the key partners is shown in Figure 1. This strategy will replace the existing strategy that was updated in 2010.

### The role of Bike Walk Marlborough:

Bike Walk Marlborough was first formed in 2005, with a task of compiling the first Marlborough Walking and Cycling Strategy. Bike Walk Marlborough has since become a registered charitable trust, known as the Bike Walk Marlborough Trust (BWM Trust). The role of the Trust is as an overarching governance based group that advocates for improved walking and cycling facilities, initiatives and projects in Marlborough.

A key function of the Trust is to assess the viability of proposed biking and walking facilities and projects in Marlborough, and allocate funding accordingly. The BWM Trust employs a Coordinator, who facilitates walking and cycling activities for the Council.



Figure 1: Key Partners

### 3. How the Strategy fits with other strategic plans and policies

The following national and regional strategies and policies provide direction for the Marlborough Walking and Cycling Strategy, as well as influencing the amount of funding that is available for walking and cycling.

#### *National strategies and policies*

##### Ministry of Transport - Connecting New Zealand

Connecting New Zealand is a summary of the government's policy direction for transport. The aim is to achieve network improvements by focusing on: economic growth and productivity, value for money and road safety. To maximise these benefits, the government is directing funding to reduce congestion and/or improve pedestrian and cyclist safety.

##### Ministry of Transport - Government Policy Statement (2018 – 28)

The Government Policy Statement sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years. The four strategic priorities are safety, access, environment and value for money. Short to medium term results (3 – 6+ months) stated in the policy relating to walking and cycling include: **Safety**: cycling and walking is safer. **Access**: a more accessible and better integrated transport network; improved land use and transport planning to create more liveable cities; increased portion of journeys made using active modes of travel; improved good quality, fit-for-purpose walking and cycling infrastructure; improved real and perceived safety for both pedestrians and cyclists; expanded and better connected walking and cycling network both in urban and rural areas.

**Environment**: increased uptake of active modes such as walking and cycling to support environmental and public health objectives.

##### Ministry of Transport Outcomes Framework

The Ministry of Transport Outcomes Framework outlines five core outcomes for the transport system including: inclusive access, economic prosperity, resilience and security, environmental sustainability, and healthy and safe people.

##### NZ Transport Agency – Statement of Intent (2017 – 21)

The Statement of Intent sets out the Transport Agency's approach and course of action for the next four years. The Statement of Intent sets out six priorities for the transport system, one of which is to make urban cycling a safe and more attractive choice.

##### NZ Transport Agency - Safer Journeys Road Safety Strategy (2010 – 2020)

Safer Journeys is the government's strategy to guide improvements in road safety from 2010 to 2020. The strategy introduces the Safe System approach to New Zealand, which consists of four key elements as shown in Figure 2.



Figure 2: The Safe System approach (Source: NZ Transport Agency)

This strategy's focus is on improving safety for pedestrians and cyclists both through improved facilities (safer roads and roadsides) and education (safe road use) that will contribute to reductions in death and serious injury of vulnerable road users, contributing to the overall vision of the Safer Journeys strategy.



## *Regional strategies and policies*

### **Marlborough District Council 30 Year Infrastructure Strategy**

This strategy outlines the key challenges facing our major infrastructure over the next thirty years. This strategy helps to inform the medium to long term aims and objectives of the walking and cycling strategy. In turn facilitation of the walking and cycling strategy can be incorporated into the provision of the road infrastructure.

### **Marlborough Regional Land Transport Plan (2018 – 2024)**

The Marlborough Regional Land Transport Plan (RLTP) sets out Marlborough's land transport priorities, and provides a forecast of anticipated transport revenue and expenditure over the period. There is a policy to facilitate walking and cycling along the land transport network, and there are a set of additional related policies:

- Maintain and update the Walking and Cycling Strategy at regular intervals.
- Provide safe access and routes for pedestrians, cyclists and mobility users.
- Plan for effective linkages for cyclists, pedestrians and mobility device users in urban and suburban areas that maximize the use of reserves and open spaces.
- Ensure that new subdivisions include provision for appropriate walking and cycling facilities and mobility devices.

### **Growing Marlborough District Wide Strategy**

The strategy provides a guide for the future development of Marlborough. The strategy has led to the Blenheim revitalisation project, the Small Townships Programme and a number of smaller projects.

### **Marlborough District Council Long Term Plan (2018 – 2028)**

This plan sets out what the Council plans to do over the next decade, how the Council's activities will contribute to community outcomes and how this will be funded. The Marlborough Walking and Cycling Strategy specifically contributes to the mobility and living outcomes set out in the Long Term Plan (LTP). The LTP includes a target to provide footpaths that meet the needs of an ageing community, funding for the Small Townships Upgrade Project and renewal of bike walk facilities.

### **Marlborough Environment Plan**

The Proposed Marlborough Environment Plan (MEP) will be the single resource

management document for the district. Objectives of relevance for walking and cycling include: (1) An efficient land transport network that recognises and provides for different users, and (2) The safety and accessibility of roads for pedestrians, cyclists and vehicle movement is maintained and/or improved. Note: that the provisions for walking and cycling in the current Marlborough Sounds and Wairau/Awatere resource management Plans will be in place until such a time as the MEP becomes operative.

### **Small Townships Programme**

This programme provides an integrated planning and design programme for outdoor public spaces that create Township Plans for each community, including improving walking and cycling facilities. These plans are aimed at:

- Designing a liveable town with an attractive central space
- Allowing freedom of movement, connectivity and accessibility
- Strengthening a sense of place and unique identity
- Enhancing the use, enjoyment and pride in outdoor public spaces

### **Marlborough Road Safety Action Plan (2017)**

The road safety goal for Marlborough's Road Safety Action Plan is 'to support the New Zealand Road Safety Strategy 2010-20 by contributing to the initiatives'. The action plan sets goals relating to implementing cycle training and cycle safety education programmes in primary schools, and designing a community walkability map that shows accessible routes in CBDs.

### **Marlborough Community Walkability Improvement Policy (2015)**

The aim of the Walkability policy is to ensure Marlborough's streets and footpaths are as accessible as possible to all users. The Council's intention is to provide the same level of service for footpaths within existing budgets, and wherever possible include retrofitting to provide improvements.

### **Marlborough Smart and Connected Visitor Economy Growth Plan (2015 – 25)**

This plan outlines the vision and direction for Marlborough's visitor economy, and looks at what is needed for Marlborough to grow by 2025. An area of focus within the strategy is to encourage walk and cycleway initiatives to support a diverse and unique network of roads, trails and tracks in Marlborough.

## 4. Current Walking and Cycling Facilities and Promotion

As of the March 2013 Census, the normal resident population of Marlborough was 43,416. The main population is centred in Blenheim (24,183), followed by Picton (4,056). Marlborough is fast becoming known for its cycleways and mountain biking, and like many other regions of New Zealand is experiencing an ageing population.

The existing and proposed walking and cycling routes for Marlborough are shown in Appendix C.

### 4.1 Walking

#### Footpath network

Marlborough's existing footpath network covers most urban areas, with pedestrian crossings installed at key locations. There are currently 242 kilometres of urban footpaths in Marlborough, with the majority located in Blenheim, Picton and Havelock. Recreational walking tracks are shown in Appendix C. The 2016 annual residents' opinion survey reports that 62.2% of residents think the quality of footpaths is acceptable.

#### Footpath quality

A 2009 study of the walking environment in Blenheim confirmed that there are good quality, well-maintained footpaths, well designed and placed pedestrian crossings, and low speed traffic that supports a safe pedestrian environment. There were some areas for improvement identified including more consistent provision for people with physical disabilities and consideration of possible personal security issues.

#### Future access and mobility issues

The Council are aware that with an ageing population there is a need to ensure that footpaths and crossing points are of good quality, as reflected in the Council's Walkability Improvement Policy (2015). Footpath and crossing problems are raised through the Access and Mobility Forum, which has

representatives from advocacy groups and this information is used to complete improvements.

#### Footpath improvements in small townships

To improve walking and cycling in small townships the Council has included funding for a Small Townships Programme in the Long Term Plan. The aim of this programme is to work closely with the community to provide an integrated planning and design process for improving public amenities, including upgrades to walking and cycling infrastructure. Twenty townships are included. To date improvements have included introduction of a new footpath in Wairau Valley, planter boxes in Renwick to slow speeds, as well as signage and way-finding.

### 4.2 Cycling

#### Blenheim

There are approximately 2.5km of cycle lanes and 11km of shared paths in Marlborough, as shown in Appendix C. The Wither Hills Farm Park in Blenheim provides over 50kms of walking and mountain biking tracks for recreational activities.

In 2015 the Council successfully gained funding for three Urban Cycleway Projects: the Taylor River extension; Grovetown/Spring Creek; and the Eltham/Beaver Road extension. All three projects have now been completed. Continuing to complete the missing network connections is a priority as cyclists are at risk when facilities end and continuation of the journey requires use of busy streets.

#### Picton

In Picton, the Victoria Domain and Essons Valley provide recreational walking and cycling opportunities. The Picton to Waikawa shared track has recently been widened with improved grades. Several urban cycle routes are also proposed including Dublin Street, Wairau Road and Waikawa Road.

### **Marlborough Sounds**

The Queen Charlotte Track is a major tourist attraction for Marlborough and is recognised as a 'Great Ride,' forming part of the NZ Cycle Trail. Upgrade work will begin in 2018 on the northern section of the track, to reduce steep grades. Several other Marlborough Sounds tracks, including the Link Pathway, provide a range of walking and mountain biking opportunities. The 42km Link Pathway is currently under construction with completion proposed in 2020.

### **Wairau and Awatere Plains**

The priority is to complete key connections between Blenheim and other townships such as Picton, Renwick, Seddon and Ward. The Marlborough to Kaikoura trail will provide many of these key linkages, from Picton to Kaikoura along the State Highway 1 corridor.

### **Renwick**

There are approximately 4.5km of shared path routes in the north east area of Renwick. The path routes provide a connection for Renwick residents to the Condors Bend Mountain Bike Tracks. These tracks also form part of the wine cycle tour around Renwick wineries.

Further investigation is required to complete connections between the towns of Blenheim and Renwick and expand the wine cycle route around Renwick wineries. Recommended treatment options include construction of additional off-road paths, shoulder widening and reducing speeds. Significant potential growth exists in wine trail cycle tours, however completion of additional safe and attractive off-road cycle links are required to maximise potential.

### **Future level of service**

The Council's approach to providing cycling facilities is to provide a mixture of facilities, including shared paths, separated on-road cycleways, on-road cycle lanes, off-road paths and low volume roads. The Government's recent and

ongoing investment in cycling has led to innovation in design. Best practice design for cycle facilities is constantly evolving, with the larger urban centres leading the way.

Future urban cycle infrastructure will cater for the 'Interested but Concerned' group (refer to figure 7), including both adults and children aged 10 years and over. Infrastructure should be safe, perceived as safe, encourage new user groups and limit conflict between cyclists and other route users. The type of facilities and treatments that are developed will align with NZ Transport Agency's Cycling Network Guidance (Planning & Design) and the National Guidance for Walking and Cycling. The Council will take advantage of this by keeping up to date with current best practice in cycleway design bringing this thinking to the design of Marlborough cycleways.

Going forward, the Council has identified a comprehensive network of proposed cycle routes as shown in Appendix C. The priority is to complete routes that provide access from residential areas to centres of employment and schools, as well as connecting residential areas to existing recreational networks. This supports the aim of making it easier and safer to walk and cycle to work or school, and increasing the numbers cycling for recreation.

### **Widening of cycle shoulders**

Since adoption of the 2010 Marlborough Walking and Cycling Strategy there has been further shoulder widening to improve cyclist safety. For example, 1.5-2.5m shoulders have been provided at Rapaura Road, providing ample space for cyclists. However further road widening in rural areas is required (as indicated in Appendix C).

The target audience for routes in urban areas are school students and commuters. School students and less experienced commuters tend to prefer off road facilities such as shared paths or separated cycleways, whereas more experienced cyclists generally feel comfortable using cycle lanes. To date

shared paths and separated cycleways have been provided where feasible, such as along rivers or rail corridors and along Eltham Road. Where roads are busy, off-road facilities or separated facilities tend to be preferred as it encourages a more diverse range of people to cycle.

### 4.3 Education and Promotion

Road safety messages are conveyed through the Marlborough District Council Road Safety Coordinator. Road safety promotions address a variety of cycling and walking issues, for example the visibility of cyclists, walkers and joggers. The Council aims to encourage a change of behaviour to increase the number of walking and cycling trips. Additionally, Marlborough actively takes part in national programmes to promote walking and cycling such as the Aotearoa Bike Challenge. The current focus is on promoting walking and cycling to school through the 'Stride n Ride' Programme, school travel planning with selected schools, developing walkability maps for urban centres, and developing active travel awareness initiatives aimed at motor vehicle drivers.

Focussing on schools is a priority because lifetime travel habits and safe walking/cycling behaviour start when children are at primary school. Changing attitudes and behaviours in this age group can have long lasting effects in terms of transportation choice. Investment into providing safe and sustainable travel options will continue to be used by future generations, along with the physical and mental health benefits of all age groups participating in regular exercise.

### 4.4 Small Townships Programme

The Small Townships Programme was set up to achieve some of the outcomes identified in the Growing Marlborough Strategy to improve cycling, walking, connectivity and enjoyment of public spaces. The objectives of the programme include allowing freedom of movement, connectivity and accessibility and enhancing the use and enjoyment of public spaces. Using the Smart and

Connected framework, the Council links the current aspirations of communities with good outdoor public space design. The school and community within a township are actively involved in identifying issues and opportunities and these come together in a Townships Plan. Each Township Plan identifies three to four key projects to be implemented over a two to three year timeframe, with quick wins prioritised for delivery in the first year. The programme only includes a selection of eligible towns that has been identified in the Strategy.

#### **Cycling and Walking Projects completed or being planned as a part of the Small Townships Programme include:**

- Completed: Wairau Valley SH63 footpath and traffic calming in Renwick; and a cycle station and Pause Park in Renwick's town centre.
- Planned: Wairau Valley Loops Track; Renwick bike boulevards, traffic calming, wayfinding and shared pathway; Rapaura Road walkway, Ferry Road traffic calming, wayfinding and recreational river paths in Spring Creek; Havelock Community Pathway; and the Ward loop.

#### **Other inputs from Small Townships Programme into walking and cycling include:**

- A standardised "top of the south" wayfinding design that will fit with current Blenheim wayfinding signage, reserves signage and other organisations signage (such as Link Pathway).
- An annual Community Projects Fund for small, low cost infrastructure projects on public space. These can be undertaken by the community or the Council and ideally suit projects such as signage, water fountains, footpaths or road crossing safety improvements.
- Links with the EnviroSchools programme to facilitate an interactive discussion with schools about good township design.

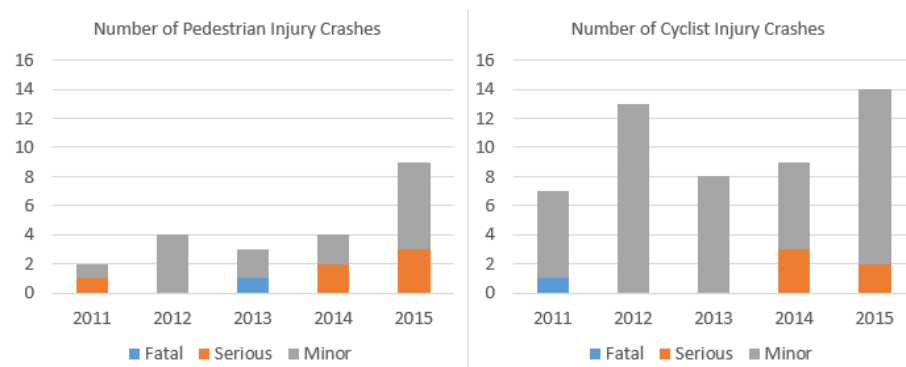


## 5. Challenges and opportunities for walking and cycling in Marlborough

### 5.1 Challenges

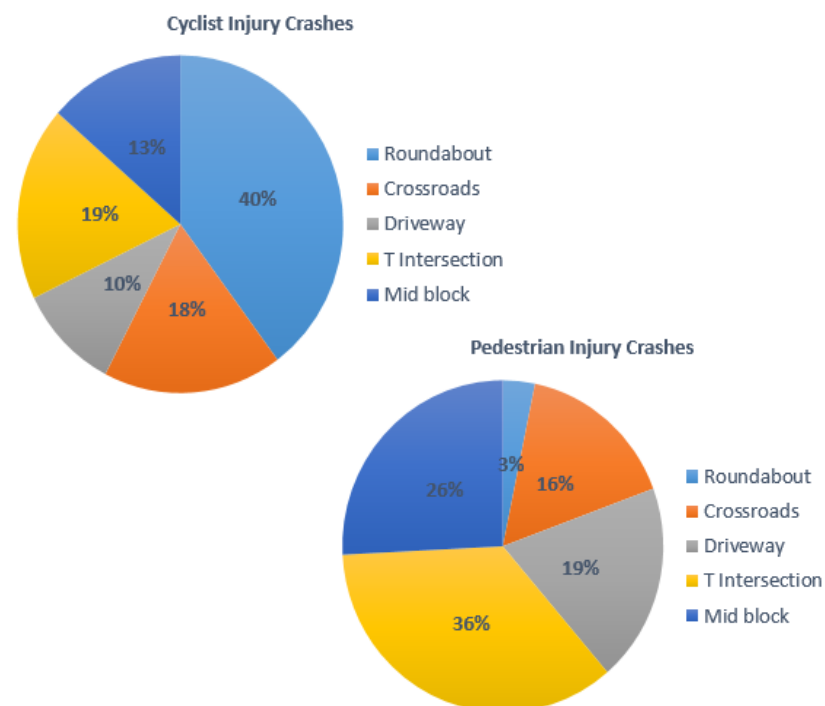
#### Safety

Over the past five years, there have been 73 reported pedestrian and cyclist injury crashes in Marlborough. Figure 3 shows an increase in pedestrian injury crashes in 2015, both in number and severity. Higher number of cyclist injury crashes occurred in 2012 and 2015.



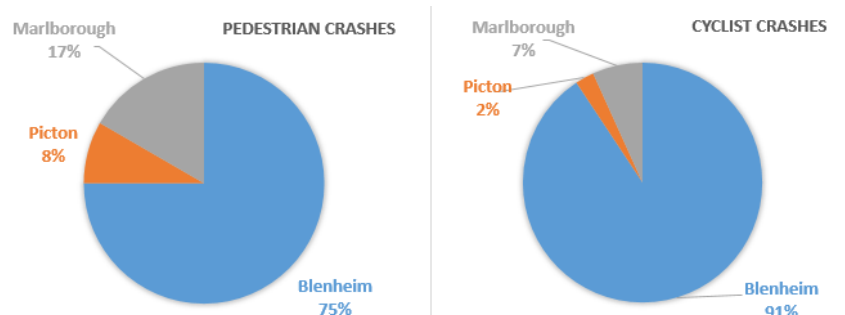
**Figure 3: Pedestrian and cycle injury crashes as a percentage of total crashes (2011-15)**

Figure 4 shows that cyclist crashes tend to occur at intersections, particularly on Alabama Road, Maxwell Road, SH6, SH1 and High Street. Roundabouts are the most common location for cyclist injury crashes, with 40% of crashes happening at roundabouts. Roundabouts at SH1/Redwood/Main Street, Weld Street/Alabama Road, and Redwood/Alabama Road are hotspots for cyclist crashes. There is a clear need in the future to focus on improving the safety of cyclists at roundabouts throughout Marlborough.



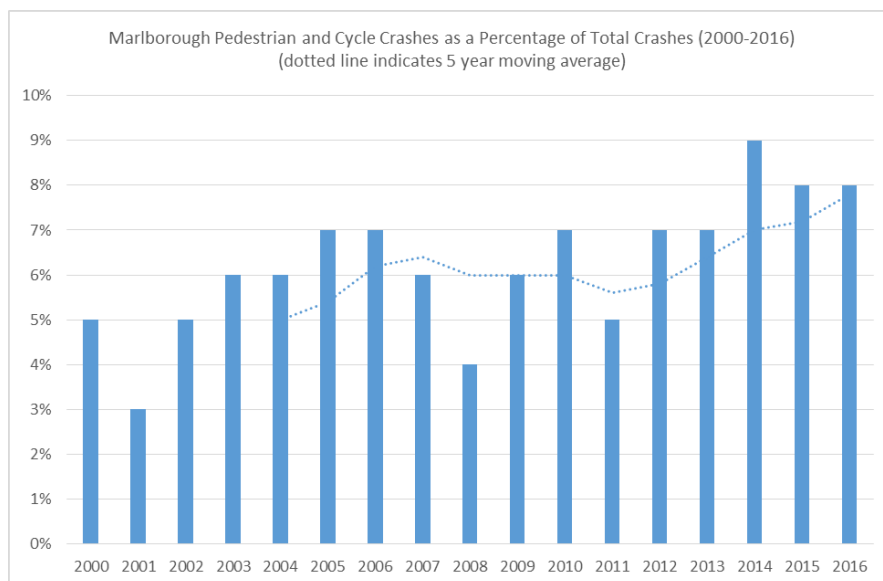
**Figure 4: Cyclist and Pedestrian Injury Crashes (2011-15) – Network Location**

For pedestrians, injury crashes are most likely to occur at T intersections or mid-block (as shown in Figure 4). There is some clustering of pedestrian crashes on High Street, Redwood Street and Seymour Street. There have also been cyclist and pedestrian crashes in Picton, the majority of which were on Waikawa Road. The Walking and Cycling Network Plans (as shown in Appendix C) have therefore included provision of a cycle facility on this road. Figure 5 shows the location of pedestrian and cyclist injury crashes. It is clear that the majority of these crashes occur in Blenheim, particularly for cyclists. A continued focus on pedestrian and cyclist safety in Blenheim is required going forward.



**Figure 5: Location of Pedestrian and Cyclist Injury Crashes (2011-15) ('Marlborough' refers to crashes outside the urban areas of Blenheim and Picton)**

The percentage of Marlborough crashes that involve pedestrians and cyclists, as a percentage of total crashes has been increasing since 2000 (refer Figure 6). This may partly be a result of an incomplete cycle network and lack of facilities for pedestrians and cyclists, high vehicle speeds in some places, unfavourable road and intersection layout and the increased presence of heavy vehicles putting pedestrians and cyclists at greater risk.



**Figure 6: Pedestrian and Cyclist Crashes as Percentage of Total Crashes (2000-16)**

There is a perception of risk associated with walking and cycling that can be a barrier to people interested in using active travel modes. The last recorded data that captured residents feeling safe riding a bike in Marlborough was in 2007 when only 11% reported feeling safe. Classification of transportation cyclists (as shown in 7) shows approximately 60% of people are interested in cycling however are afraid to ride (the 'interested but concerned' group). Addressing these safety concerns through the provision of additional cycling and pedestrian facilities will encourage an uptake of these modes of travel.

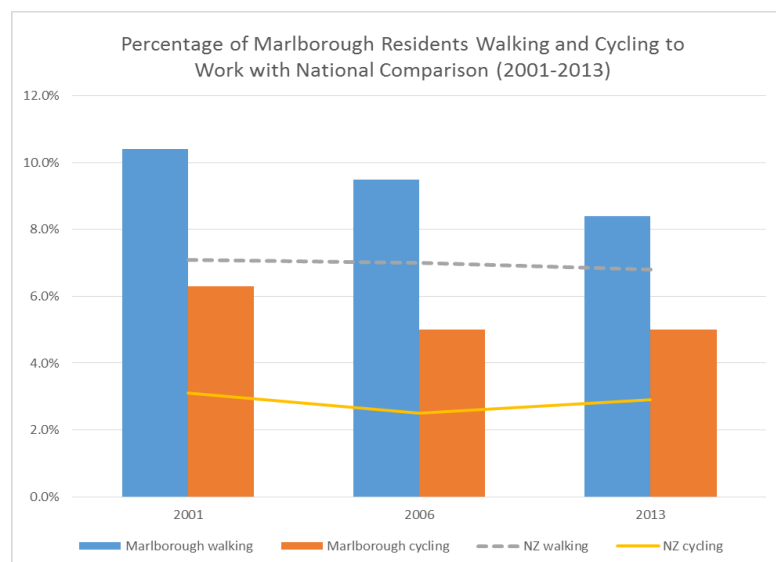


**Figure 7: Classification of transportation cyclists (adaptation of Geller (2009) based on values for the City of Portland from Dill and Michael)**

### Uptake of Walking and Cycling – Commuting to work or school

The percentage of people walking and cycling to work in Marlborough is nearly double the national average. However, the overall trend in Marlborough is that walking and cycling to work has been declining since 2001 (refer to Census data statistics shown in Figure 8).

The Census data presents a snapshot of the number of people who walked or cycled on Census day. In 2017 the Council conducted a CBD cordon count to measure the number of people cycling or walking into or out of Blenheim centre in the morning (7-9am). A total of 535 pedestrians and 331 cyclists were observed over the 2 hour period.

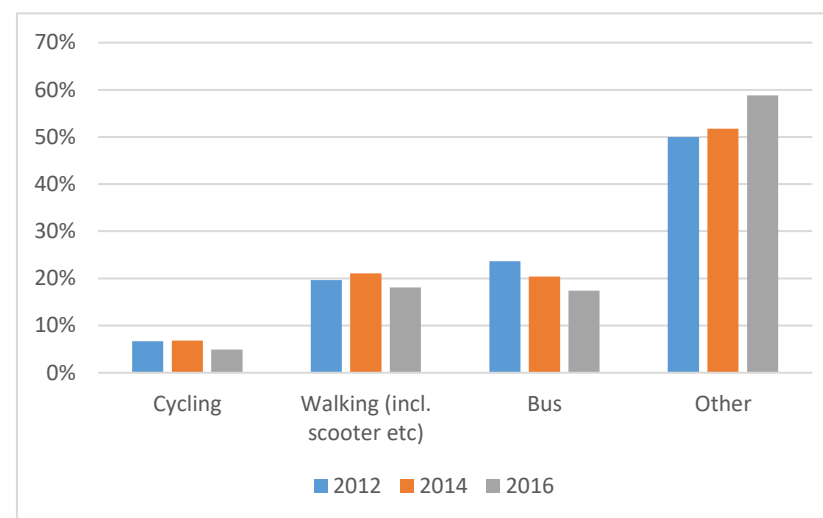


**Figure 8: Percentage of Marlborough Residents Walking and Cycling to Work (with National Comparison) (2001-2013)**

Many primary schools have policies that restrict children under 10 years old from cycling to school unless accompanied by an adult. This affects the mode share for cycling, not just for children under 10 years old but also older children who by the time they reach 10 years old have formed lasting travel habits.

Figure 9 shows data collected on how students in Marlborough get to school. This data is collected once a year, over a week. It shows a decline in the percentage of students walking, cycling and getting the bus, and an increase of students using 'other' modes, which includes travelling as a passenger in a vehicle, or driving a vehicle.

As there has been limited investment in providing safe cycling and walking routes to school over the last five years, it is not unexpected that use of these modes is static or decreasing. With the completion of routes such as the Eltham-Beaver cycleway, mode share for walking and cycling is expected to increase, particularly for nearby schools. The provision of separated cycle routes and participation in cycle skills training will be monitored annually to measure the success of these interventions.



**Figure 9: Travel modes used by children to get to school**

### **Uptake of Walking and Cycling – Sport and Recreation**

Sport New Zealand's Active NZ 2017 survey indicated that 52.8% of the Marlborough people participated in walking for sport or leisure, while 23.2% participated in jogging/running. Walking in Marlborough is slightly higher than the national average (0.8% higher), while jogging running in Marlborough is lower than the national average (3.2% lower). The survey also found that 15.9% participated in cycling/biking (4.8% higher than the national average), while 9.1% participated in mountain biking (5% higher than the national average).

### Ageing Population

According to the Statistics NZ 2013 Census, the median age in the Marlborough district is 45 years, compared to New Zealand as a whole where the median age is 38 years. Furthermore, 20.5% of people in the Marlborough District are aged 65 years and over, compared with 14.3% of the total New Zealand population. Also 17.9% of people are aged under 15 years in the Marlborough District, compared with 20.4% for all of New Zealand.

Access to reliable and affordable transport enables people to participate within their communities and provides access to social and economic opportunities. The young, elderly and disabled may be unable or not permitted to drive a vehicle. Others may be unable to afford a vehicle or may choose not to own one. As the population continues to age, there will be greater need for improved pedestrian facilities, and transport options to ensure residents do not become socially excluded.

The Access and Mobility Forum was formed by Council in 2002 and has a broad representation from many less physically able groups, service and health providers, and government and non-government organisations. A strong focus of the Forum has been on accessibility around the town centres and within buildings. Accessibility maps are being developed to show wheelchair and mobility scooters accessible routes into the town centre.

### Incomplete Networks

Walking networks in urban areas are largely complete in terms of provision of footpaths, however there are opportunities to improve crossing facilities. This is where pedestrians are most at risk. Footpath improvements are identified by the Access and Mobility Forum and the Council's Road Safety Coordinator, and can then be improved through Marlborough District Council minor road safety budget.

Urban cycle networks are generally incomplete (refer to Appendix C). People may be encouraged to cycle on the parts of the network that are complete, but may use the road or illegally cycle on the footpath to reach the cycle facility. For example accessing the Spring Creek Shared Path at the Ōpaoa River Bridge requires cycling up the wrong side of the road and against the flow of traffic. A priority for this strategy is to ensure the urban network is connected.

### Conflict between Multiple Users

With an increased recreational uptake of both walking and cycling, conflict between multiple user types (e.g. pedestrians and cyclists) will present safety challenges. It will be necessary to provide a complete network that provides users with facilities that serves their needs and provide appropriate signage and education to users.

### Current challenges to address

The following are current issues that set out the case for change:



Increasing rates of pedestrian and cyclist crashes



An incomplete network of cycling facilities



Stagnant or declining numbers of active travel users to school or by commuters



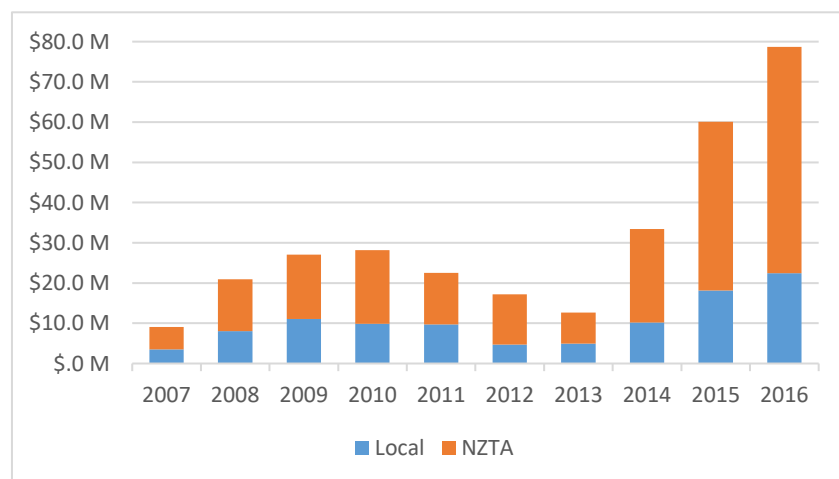
Network access and mobility issues for people with wheelchairs or mobility scooters

## 5.2 Opportunities

### Cycling Funding

Interest in developing cycle facilities has gained momentum in recent years, and co-investment for walking and cycling projects and initiatives at the national level has increased significantly (refer to Figure 10). However the focus of the NZ Transport Agency's expenditure has been on urban centres. Funding for smaller/rural centres is more difficult as larger centres can obtain higher rates of investment for walking and cycling projects.

Councils must also compete for NZ Transport Agency funding for projects. Projects have to demonstrate value for money; the benefits of the project must generally outweigh the costs. The benefits of walking and cycling projects consider the projected growth in the numbers of users following the implementation of the project.



**Figure 10: Walking and Cycling Funding over the last 10 years**  
(Source: NZ Transport Agency)

### NZTA National Land Transport Funding

NZTA's National Land Transport Fund provides investment through walking and cycling activity class or Low Cost/Low Risk improvements to the transport system for projects up to \$1m. Examples of qualifying activities include, but not limited to: traffic calming measures, cycling facilities that include new or improved cycle lanes, and walking facilities including kerb crossing and refuges. Projects will need to be included within the Regional and National Land Transport Plan, and supported with a local funding share contribution. The majority of future urban cycleway projects will be developed through this Low Cost/Low Risk programme.

### Ministry of Business, Innovation and Employment New Zealand Cycle Trail

'Nga Haerenga, The New Zealand Cycle Trail' originated in 2009 as a partnership project between the Government and the Green Party of Aotearoa New Zealand. The project resulted in 23 Great Rides being established across the country, including the 70km Queen Charlotte Track. The Queen Charlotte Track is also part of the Te Araroa Trail (New Zealand's Trail from Cape Reinga to Bluff, opened in 2011). 'Heartland Rides' are secondary connector rides between the Great Rides. Marlborough has three Heartland Rides, being the Molesworth Muster Trail, Queen Charlotte Drive and the Rainbow Trail. The New Zealand Cycle Trail has now expanded to include other existing off-road trails that meet the 'Great Ride' standard.

The Ministry of Business, Innovation and Employment Enhancement and Extension Fund is also another source of funding that the Council will consider for district-wide routes, particularly those that connect to existing NZ Cycle Trail routes such as the Queen Charlotte Track. Proposed routes on the Network Plan that may be able to be funded from this source include the Link Pathway Trail (between Picton and Queen Charlotte Track).



## Compact Townships and Small Township Programme

While many residents will periodically need to travel to larger towns such as Nelson and Christchurch to access key goods and services, the larger towns in the district provide much of what people require on a day to day basis. Given the compact size of many towns, these trips provide ideal opportunities to encourage local residents to walk and cycle. Encouraging communities to 'live locally' also contributes to the economic viability of local businesses. The urban areas of Blenheim, Renwick, Picton and the Wairau Plains are largely flat and distances relatively short, making cycling and walking ideal modes for active travel. Walking or cycling instead of driving for short trips can help reduce congestion and delay the need for any road capacity improvements, making more efficient use of existing infrastructure.

The Council's Small Township Programme could provide investment in walking and cycling facilities in selected smaller centres. Facilities in Blenheim and Picton will be funded from operational budgets, with co-investment from potential partners sought wherever possible.

## Bikes in Schools

The national Bikes in Schools<sup>1</sup> programme presents an opportunity for schools that are interested in supporting and promoting cycling to students. The programme facilitates schools to provide a combination of bike track facilities (including pump and skills tracks), along with provision of school bikes that students can use at school. This provision of cycle facilities and bikes enables students to ride a bike on a regular basis while at school.

The positive impacts reported from schools that are involved are that it:

- Raises the confidence, self-esteem and resilience of pupils through a fun activity
- Delivers health and well-being outcomes for the pupils (and staff)
- Provides an opportunity to self-manage risks within a safe environment
- Instils the habit of using an environmentally friendly form of transportation
- Results in the children and extended family biking more often
- Provides pupils with knowledge, skills and confidence to ride safely when they ride outside the school area<sup>1</sup>

Mayfield School and Springlands Schools opened school bike tracks early in 2017 as part of the Bikes in Schools Programme. Early benefits include more students cycling to school, and the Council are keen to encourage other schools to participate. The Council have significantly increased funding for school playground upgrades and this could assist in providing financial assistance to schools that are interested in participating in the Bikes in Schools programme.

## Other future opportunities

This strategy recognises that additional walking and cycling opportunities may arise in the future that have not been identified in this document. Such opportunities will be identified, analysed and prioritised among other projects that are outlined in this strategy document. Additionally, please note that Appendix C (Walking and Cycling Network Maps) does not necessarily include Esplanade Reserves that Marlborough District Council wishes to manage, as identified in Marlborough District Council Smart Maps.

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<sup>1</sup> <http://bikeon.org.nz/bikes-in-schools/>, 23/5/17

## 6. Our vision, objectives and strategies

Vision	Marlborough people and visitors walk and cycle safely for travel, health and enjoyment.		
Objectives	1. Encourage and support people in Marlborough to choose walking and cycling	2. Develop a safe, convenient and connected travel network for walking and cycling	3. Ensure that all relevant strategies, policies, plans and practices for Marlborough support walking and cycling
Strategies	<p><b>1.1</b> Promote the physical and mental health benefits associated with active transport.</p> <p><b>1.2</b> Distribute information about our walking and cycling network including maps and digital information.</p> <p><b>1.3</b> Support safety, education and training programmes for walkers, cyclists and motorists.</p> <p><b>1.4</b> Increase the community's awareness through targeted messaging to encourage active modes of travel and shared road use.</p> <p><b>1.5</b> Target behaviour change activities in areas where existing or new infrastructure is connected</p> <p><b>1.6</b> Advocate with partners to communicate key messages to encourage walking and cycling.</p> <p><b>1.7</b> Work with our local communities, including schools and workplaces, to implement travel planning.</p> <p><b>1.8</b> Support events which encourage uptake of walking and cycling as transport and recreation.</p> <p><b>1.9</b> Market Marlborough as a walking and cycling destination, showcasing and enhancing Marlborough's unique strengths.</p>	<p><b>2.1</b> Enhance urban walking and cycling connections through new projects to encourage active transport of all ages and abilities.</p> <p><b>2.2</b> Ensure that new subdivisions provide convenient and attractive linkages for walkers and cycling through and between subdivisions.</p> <p><b>2.3</b> Ensure that Council's safety management system for roads, such as traffic calming and local area traffic management plans, include the safety of walkers and cyclists.</p> <p><b>2.4</b> Provide walkers and cyclists with good links within and between Marlborough's towns and with surrounding districts.</p> <p><b>2.5</b> Adopt best practice guidelines and standards for the design, construction and maintenance of all walking and cycling facilities.</p> <p><b>2.6</b> Provide direction signs and information for walking and cycling route options.</p> <p><b>2.7</b> Address safety issues in the urban environment for walkers and cyclists.</p> <p><b>2.8</b> Implement a monitoring system to track usage of Council's walking and cycling facilities.</p> <p><b>2.9</b> Ensure public transport is linked to active transport modes by taking a whole journey approach.</p>	<p><b>3.1</b> Ensure that Marlborough District Council planning and other relevant documents are consistent with this strategy.</p> <p><b>3.2</b> Where possible ensure that relevant external documents are consistent with this strategy (e.g. walking and cycling strategies of neighbouring districts).</p> <p><b>3.3</b> Publish, promote, implement, monitor and maintain this strategy.</p> <p><b>3.4</b> Explore ways in which to measure and increase the proportion of residents who feel it is safe to ride a bicycle in Marlborough.</p> <p><b>3.5</b> Share knowledge and expertise with other councils and agencies.</p> <p><b>3.6</b> Continue to integrate walking and cycling throughout Council's policies, operations and community planning.</p> <p><b>3.7</b> Engage the Council and other key organisations to champion active transport in day-to-day operations.</p> <p><b>3.8</b> Plan for and work alongside other groups to maximise off-road walk and cycle opportunities for tourism and recreation.</p>

## 7. Measures of Success

The following nine SMART<sup>2</sup> targets will be used to determine whether the strategy's vision and objectives have been achieved:

	1. Increase the proportion of commuter trips made by walking from 8% in 2013 to 8.5% in 2019 and 9.5% in 2023. (Census data)
	2. Increase the proportion of commuter trips made by cycling from 5% in 2013 to 6% in 2019 and 7% in 2023. (Census data)
	3. Increase the proportion of trips to and from school made by walking and cycling by 1% annually from a 2016 base of 18% by walking and 5% by cycling. (Council Mode of Transport Surveys)
	4. Maintain or reduce the percentage of pedestrians and cyclists injured in crashes with motor vehicles on Marlborough roads, relative to the total number of crashes, at or below 8% (2016 baseline). (CAS data)
	5. Maintain the proportion of residents who think the quality of footpaths are at least acceptable at 62.2% (2016 baseline). (Council Annual Residents Survey)
	6. Increase the length of on-street cycle lanes or off-street shared pathways by at least 1.5km each year, from a baseline of 13.5km. (Council facilities data)
	7. Increase number of cyclists travelling in or out of Blenheim centre in the morning from 331 in 2017 to 450 in 2023. (Council Annual Monitoring data)
	8. Increase number of pedestrians walking in or out of Blenheim centre in the morning from 535 in 2017 to 580 in 2023. (Council Annual Monitoring data)
	9. Increase the portion of Marlborough people who participate in walking and cycling recreation, from 52.8% in 2017 to 55.4% in 2023 for walking, and 15.9% in 2017 to 16.7% in 2023. (Annual Sport New Zealand Active NZ Survey)

Progress against these indicators will be reported annually to Marlborough District Council Assets and Services Committee.

<sup>2</sup> SMART = Specific, Measurable, Achievable, Realistic and Timebound

## Appendix A: Glossary of Terms

<b>Accessible</b>	Able to be reached by any member of the community (including those with mobility, sensory or cognitive disabilities) within an acceptable amount of time, money and effort.	<b>LTP</b>	Long Term Plan – A ten year planning document required for each local authority under the Local Government Act (2002).
<b>Action Plan</b>	Programme of proposed walking and cycling projects and activities	<b>MDC</b>	Marlborough District Council
<b>Annual Plan</b>	This document sets out the levels of service and levels of funding relating to the annual plan year and discloses any variations to what is in the LTP	<b>Network plan</b>	Plan of existing and proposed walking and cycling facilities.
<b>Bicycle</b>	A cycle with two wheels (see cycle)	<b>NZ Transport Agency (NZTA)</b>	Transport agency responsible primarily for road safety, state highways and transport funding.
<b>BWM Advisory Group</b>	Marlborough's walking and cycling advocacy group, aimed at promoting and facilitating walking and cycling in Marlborough.	<b>Pedestrian</b>	Any person on foot or who is using a powered wheelchair or mobility scooter.
<b>BWM Trust</b>	A registered charitable trust group that assesses the viability of facilities, initiatives and projects, and subsequently allocates funding accordingly.	<b>RLTP</b>	MDC's Regional Land Transport Plan (2018-24)
<b>Cycle</b>	A vehicle designed to be propelled through pedalling.	<b>Shared pathway</b>	A physically separated path for walkers and cyclists to which motor vehicles do not have access.
<b>Cycle facility</b>	A facility especially constructed for cyclists, this includes on-road cycle lanes and off-road cycle paths.	<b>Track</b>	An off-road path used by walkers and/or cyclists to which motor vehicles do not have access.
<b>Cycle lane</b>	Part of a roadway allocated specifically for cycle use.	<b>Walker</b>	See "pedestrian."
<b>Cycle route</b>	A recommended route for cyclists comprising cycle lanes, cycle paths, signposting, pavement markings or other walking and cycling facilities.	<b>Walking</b>	The act of self-propelling along route, whether is on foot or on small wheels.
<b>Cyclist</b>	A person riding a cycle.	<b>Walkway</b>	An off-road path exclusively for walkers.

## Appendix B: Marlborough Path and Track Upgrade and Development Programme

This list provides an inventory of proposed track development and upgrade works over future years with many of these also identified in the Walking and Cycling Network Plans (see Appendix C). These proposed tracks and the Network Maps (appendix C) are to be read in conjunction with Smart Maps – Esplanade Reserves Map.

### **Blenheim Urban Accessways**

- Additional safety signage/user rules are proposed to be stencilled onto the path at key intersections.

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

#### *Riverside Park Area*

- Lowering of silt build-up on the edges of the path to improve drainage and reduce dangers for users.
- Construct a concrete path between Henry Street footbridge car park and Riverside Park on the true left bank.
- Widen the concrete path from 1.8 metres to 3 metres between Henry Street footbridge car park and Riverside Park on the true right bank, town side.
- Construct a concrete path between the confluence of the Taylor and Ōpaoa Rivers and Snowden Crescent.
- Construct a gravel track between Snowden Crescent to Marshal Place and it would be desirable to extend track further east.
- Concrete path from amphitheatre to Park Terrace at Stuart Street.

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

- Widen the concrete path from 1.8 metres to 3 metres on both sides of the river between Henry Street and Monro Street.
- Widen the concrete path from 1.8 metres to 3 metres on town side of the river between Monro Street carpark to Athletic Park.
- Construct a path from Andrew Street, Russell Street and Dashwood Street to the river.
- Construct a gravel shared path from Purkiss Street to Burleigh Road on true left of Taylor River.
- Retain and/or install additional gravel tracks on both sides of the river along the Taylor between Riverside Park and Burleigh Bridge, in addition to the concrete paths.
- Construct an improved connection to Brewer Street entrance to Athletic Park from the Taylor Path.

#### *Burleigh Bridge and Taylor Dam Reserve*

The section from Burleigh Bridge to the Taylor Dam is more suited to mountain bikers, walkers and runners as less developed.

- Install a gravel path along the western side of river between Burleigh Bridge and Ben Morven Track.
- A bridge over the Rifle Range water course.
- Carpark design and upgrade is proposed at Wither Road extension and paths will feed into this carpark.
- Connection and a bridge is proposed between the Taylor River Paths and Rosina Corlett Lane and Aviation Centre.
- Upgrade tracks within the Taylor Dam Reserve for walking/running and mountain biking.



- A mountain bike and run/walk track connection from the end of Maxwell Pass Road to Split Apple Peak would provide another excellent route (partly in private ownership and access not possible at present).

### **Wither Hills Farm Park Tracks and Trails**

- A separate development programme is used for this track network with on-going development for walking and mountain biking.

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

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

### **Sutherland Stream Trail**

- Extension proposed from Alabama Road to Tremorne Ave and Riverlands Path - as future subdivision happens.

### **Co-Op Drain Track - Between Sutherland Stream, by Whitehead Park and Dry Hills Lane**

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

### **Wither Road Extension**

- Create track from Wither Road East to Dry Hills Track - as subdivision occurs

### **Ōpaoa River**

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

- Create a gravel track beside Ōpaoa between Lansdowne Park to Waipuna Street.
- Construct a gravel track from Ching Park through to Henderson Street along with a sign package. Seek legal easement through the NMIT section of the track is also recommended.

#### *Kotuku Track - Wairau Lagoons - Shared Track*

- Gravel additional sections of track where wet over winter months.

#### *Ōpaoa River - Blenheim to Renwick Mountain Bike and Walking Track*

- Create a highly scenic off-road wine cycle and recreational trail along the stop banks, however many leased areas or in private ownership.

#### *Lower Ōpaoa Track - Park Terrace*

- Land acquisition is underway to secure esplanade reserve behind Park Terrace for river control and to secure this track.
- Construct a concrete path on the true right bank from Riverside Park to Stuart Street entrance on Park Terrace.
- Create additional linkage between Main Street and between Dillons Point Road to the Ōpaoa River where practical.

## Rail Corridor Shared Path

### *Blenheim to Spring Creek (and further North)*

- The last path section was completed in 2016. Extension to Picton has been proposed as part of the Marlborough to Kaikoura Trail down the east coast.
- Extension through to Redwood Pass Road also planned as part of the Marlborough to Kaikoura Trail.

### *Blenheim to Riverlands (and further South)*

- Extension along the Co Op Drain to Cloudy Bay Industrial Estate planned.

## Wairau River and Diversion

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

- Construct a track between the Blenheim and Marlborough Rowing Clubs along the Wairau and west to Ferry Road, Spring Creek.
- Mountain bike access also exists west through to Renwick using existing stop bank tracks, (except for one short portion of private land). Access through this private portion is being investigated.
- Signpost public access as suitable for mountain bikes between the SH1 and SH6 along the south bank.

### *Spring Creek to Rarangi Track*

- Access is also planned through to Rarangi to the east beside the Wairau Diversion, from Bothams Bend Rd and along the Wairau diversion stop banks and across the Wairau Diversion Bridge.

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

- A gravel track exists along the western side of main road connecting Blue Gum Corner to the DoC Camp Ground.
- Pipitea Track is a grassed track running behind residential properties. Additional signage may be required.

## Grovetown Lagoon Track

- A loop track and bridges around the perimeter of the Lagoon is partially constructed as part of the Grovetown Lagoon Trust project.

## Spring Creek

### *Kahikatea Reserve Walk*

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

## Potential Future Mountain Bike Areas

- There is limited scope for further development of mountain bike tracks at the current Wither Hills Mountain Bike Park, however other areas of the Wither Hills could be further developed. Additional track opportunities also exist at Victoria Domain and Boons Valley.

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

## Picton

### *Picton - Waikawa Shared Track*

- Complete upgrade to encourage off-road commuter use - reduce steeper grades and improve surfacing, including new signage/way-finding.

### *Picton Urban Accessways*

- Destination signage to be installed at each accessway entrance.

### *Picton - Victoria Domain Tracks and Recreational Tracks*

- Upgrade and development work of Walking and MTB trails programmed separately and on-going.
- Propose to construct a walking track to connect the Waikawa Marina with The Snout Lookout - to create a round trip loop track.

### *Boons Valley Reserve*

- This large Council owned reserve could potentially provide sufficient land for a significant Mountain Bike Park if future demand arose.

## Marlborough Sounds

### *The Link Pathway*

- A walk and bike track that will connect Picton to Havelock and is located above or below Queen Charlotte Drive.
- Three quarters of this 42 Km track is now completed and is being supported by MDC, DOC and has secured significant grant funding and sponsorship. Track completion is planned in 2020.

### *Queen Charlotte Track*

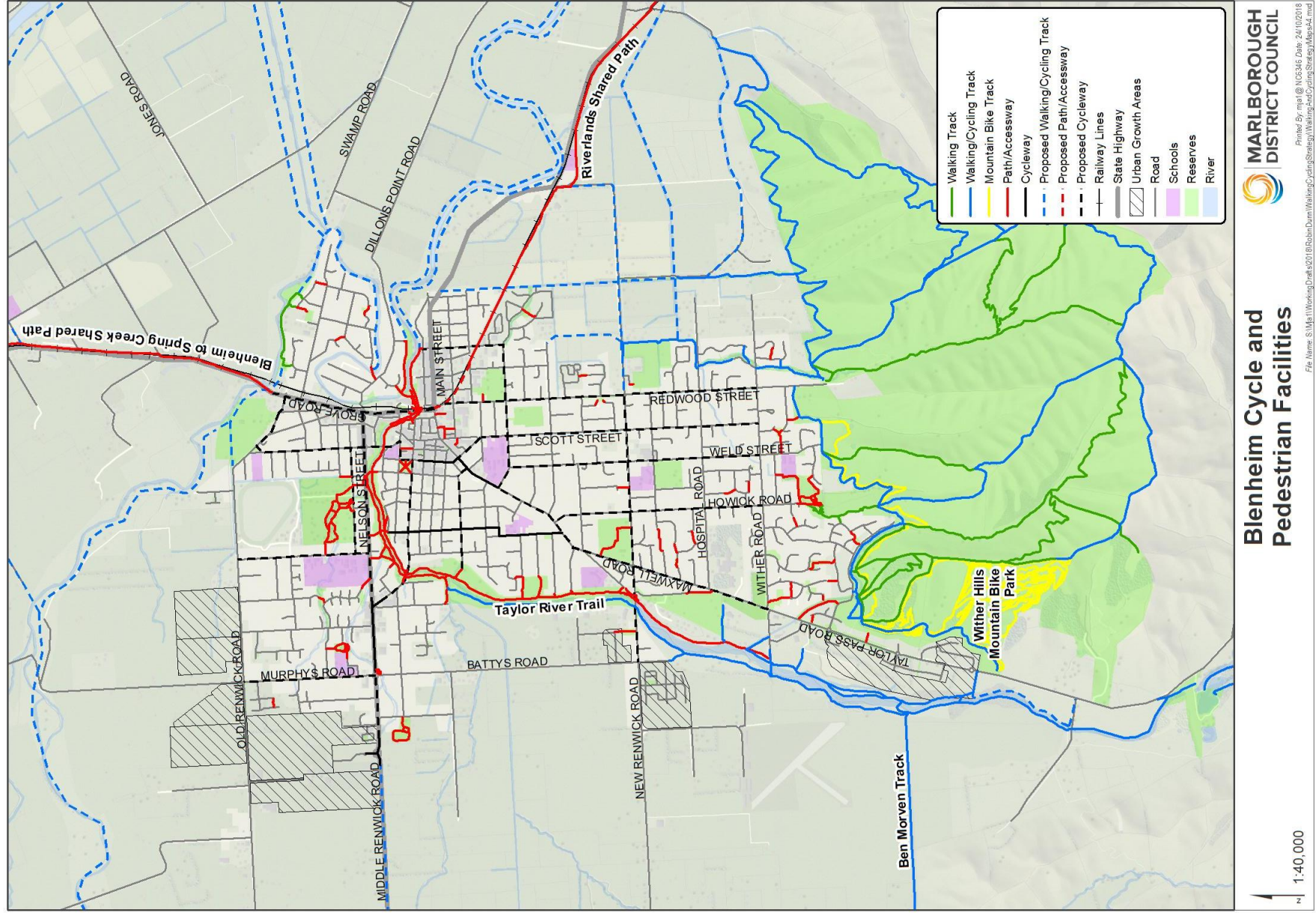
- Upgrade proposed over 4 sections of the track to reduce steep grades, relocate track onto public land and improve surfacing. MDC has contributed to track upgrade work.

## Havelock

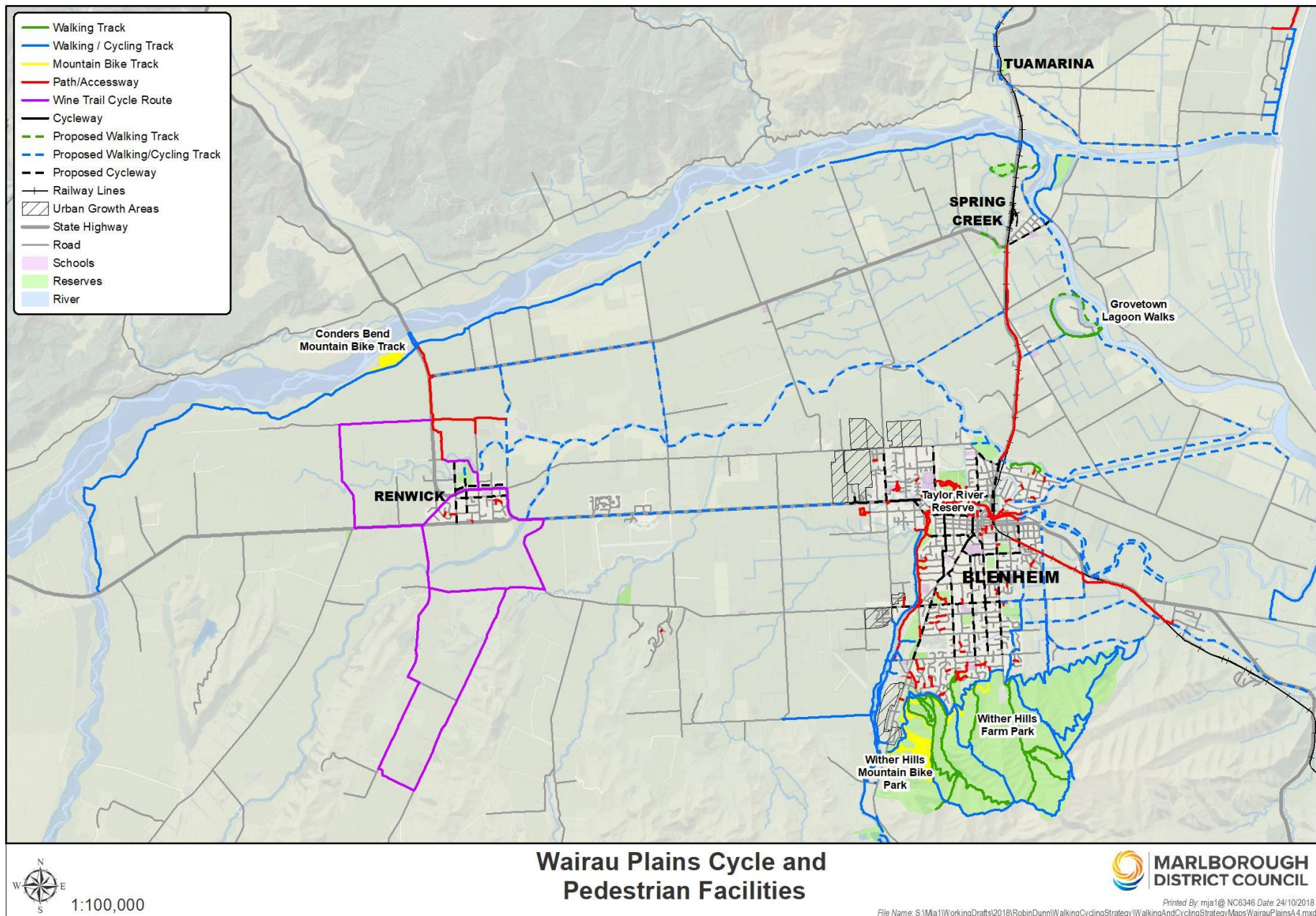
Several tracks projects identified with support from Havelock Community Association.

- Havelock - Lawrence Street Waterfall Walk
- Log Wharf Estuary walk

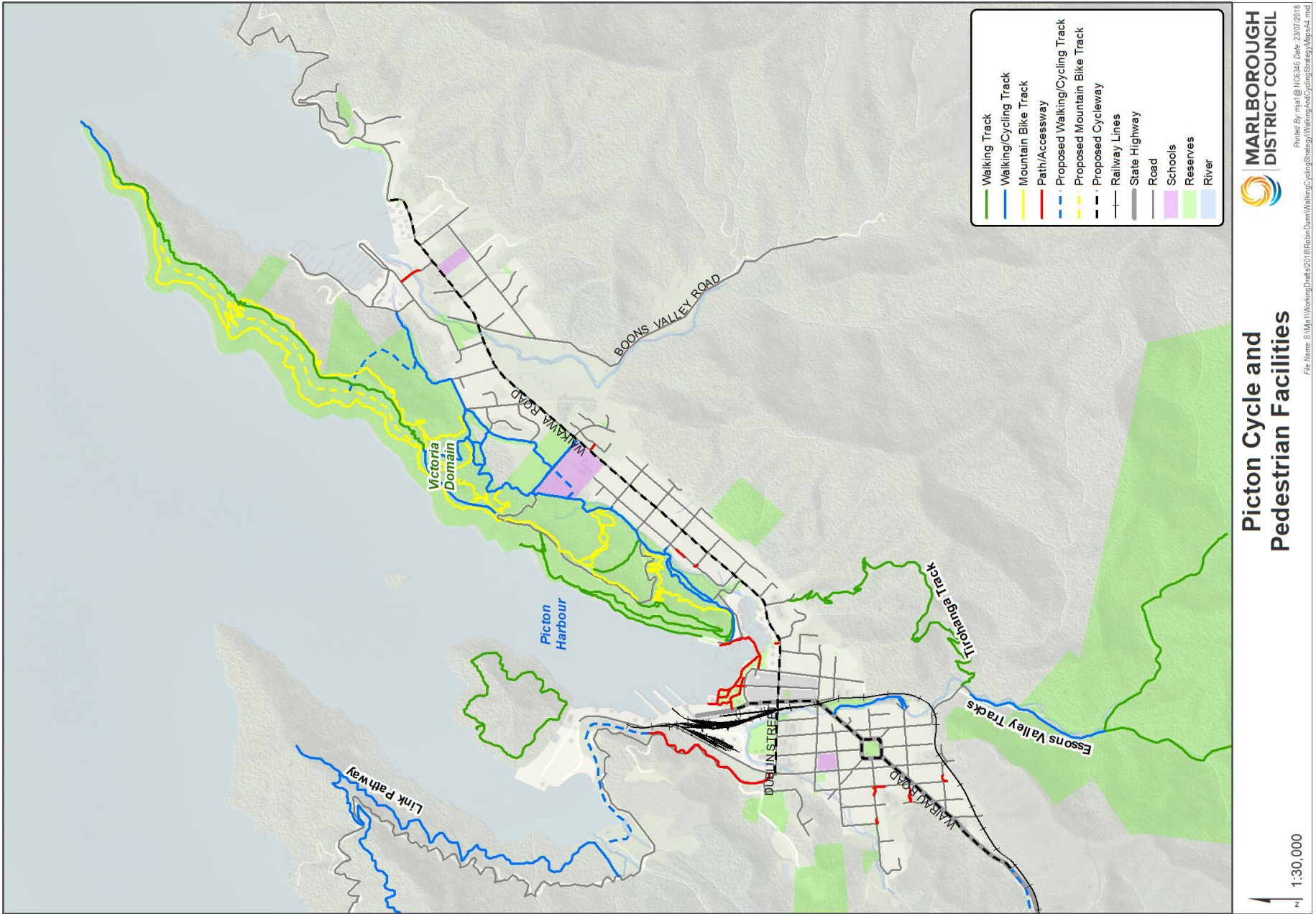
## Appendix C: Walking and Cycling Network Plans



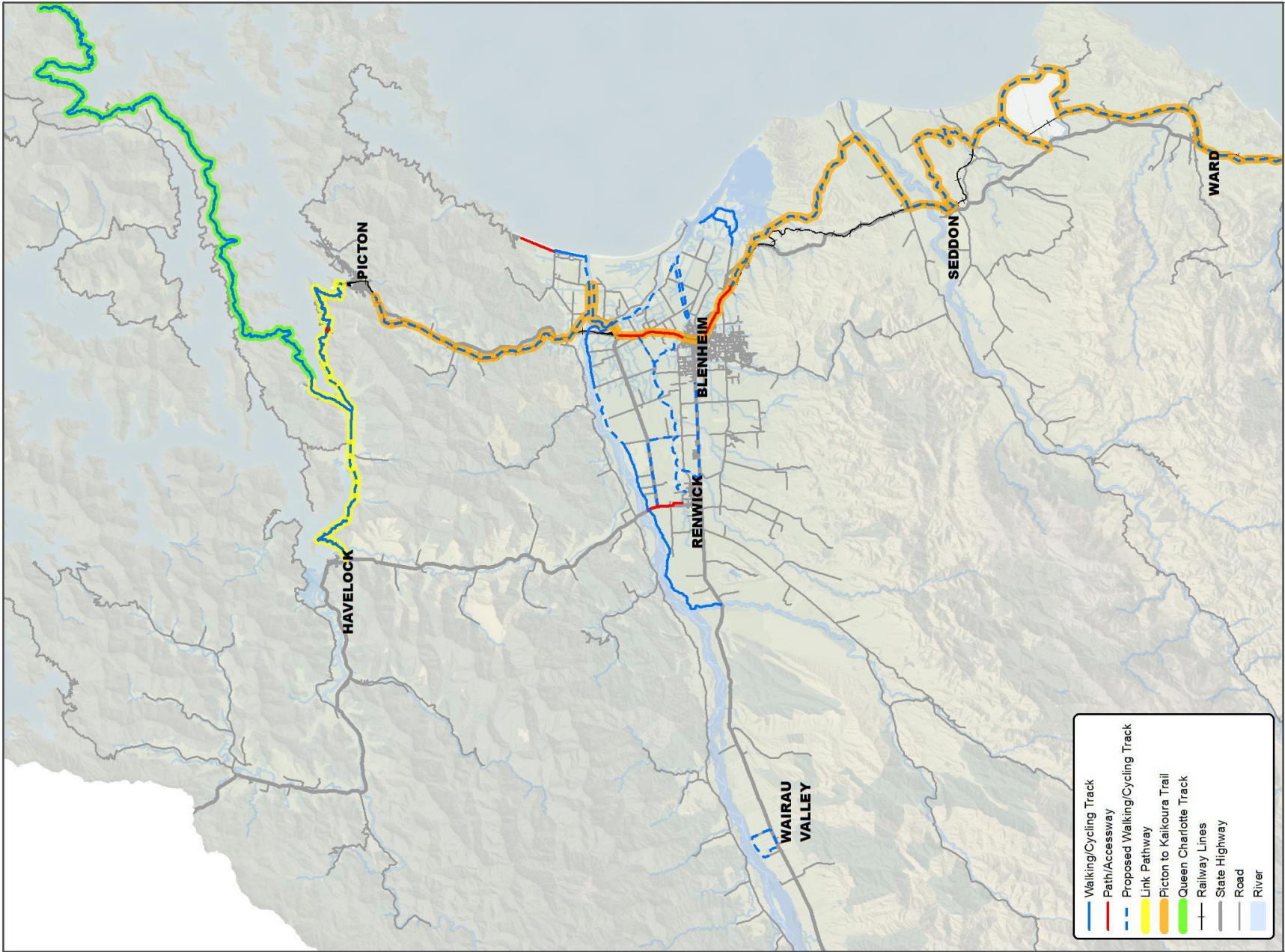












## Marlborough Cycle and Pedestrian Facilities



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