



To: Marlborough District Council
From : Bike Walk Picton

May 2022

Cycle lanes in Picton.

To our knowledge, no decisions have ever been made by Marlborough District Council whether or not to have dedicated cycleways in Picton.

Our submission is the same as previous submissions, the following is our 2020 submission.

“Bike Walk Picton submitted on this in 2019. The result of our submission was the recommendation from Council that cyclists use the Marina to Marina Pathway rather than Waikawa Road.

Even so a report was commissioned on Cycle Lanes in Picton. Opus completed that report in February this year.

We have also been advised that funding for such projects need to fit in with NZTA planning, and that the next funding round is 2021.

At some stage the Marlborough District Council needs to decide whether it is going to provide cycleways in Picton or not. These cycleways have featured in previous long term plans and have now been formally investigated by Opus Consultants. It would be great to have community agreement after consultation with residents.

Our submission is that the Marlborough District Council makes a firm decision on cycleways in Picton.”

Cycleways have become part of the infrastructure of many towns and cities in New Zealand.

There are good reasons for this :

1. The increase in vehicle ownership and road use has made cycling more dangerous. Forty years ago cycling on our roads was normal and not considered hazardous. That has changed. As an example Waikawa Road has gone from 3422 vehicles per day in 2002, 5263 in 2014 to 8544 in 2019. Vehicle movement on this road in 1980 was probably minimal.

2. We need to do more than give climate change lip service. At least 40% of New Zealand's carbon dioxide emissions are from use of vehicles.

3. Too much of our infrastructure is designed around cars. We have to park over 1.5 tonnes of metal that has probably only transported one person. Some studies have found that most trips are less than 5 km. Traffic management works on the assumption of up to 8 vehicle movements per property per day. Increasingly, we do not have enough space for cars.

Our submission is the same as 2020. Make a decision about infrastructure for cycling.