



Submission Nelson-Tasman Regional Land Transport Plan 2024-2034
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1. Introduction

The Nelson Tasman Cycle Trail Trust (The Trust) creates great cycle trails for our communities. The Trust aims to create and maintain unique, safe and diverse cycle trail experiences that showcase the best of the Nelson Tasman region for visitors and locals, with a focus on regionally and nationally significant trails and linkages.

More specifically, the Trust works with Nelson City Council (NCC) and Tasman District Council (TDC) in the construction and maintenance of Tasman's Great Taste Trail (GTT) and the Coppermine Trail (CT).

The Trust is pleased to see a focus on supporting economic and population growth, improving safety, travel choice and resilience, and making an increased investment in maintenance. In particular we support the consideration in the RLTP to improving cycling and walking paths across the region.

Our comments on the draft strategy are around:

- Cycle Highways Connecting Te Taihū,
- Walking and Cycling Strategies, and
- Rocks Road Walking and Cycling project.

2. Cycle Highway Connecting Te Taihū

The Trust presented its 'Te Taihū Cycle Highways' concept proposal to the Regional Land Transport Committee in May 2023. The concept seemed to be received favourably by the Committee. However, we understand that funding constraints mean that the concept can't be actively progressed at this stage.

The Trust is keen to extend the regional trail network. While the focus is often on sections of trail for recreational use, it is important to recognise that cycling is a transport option and a plan for cycling in Te Taihū is needed to make cycling a viable active transport option, connecting our communities across the region and suppressing the growth in private car use. Existing cycle trails and routes would provide the core of the Te Taihū Cycle Highway. Spur and link trails would then connect across Te Taihū. Key components are:

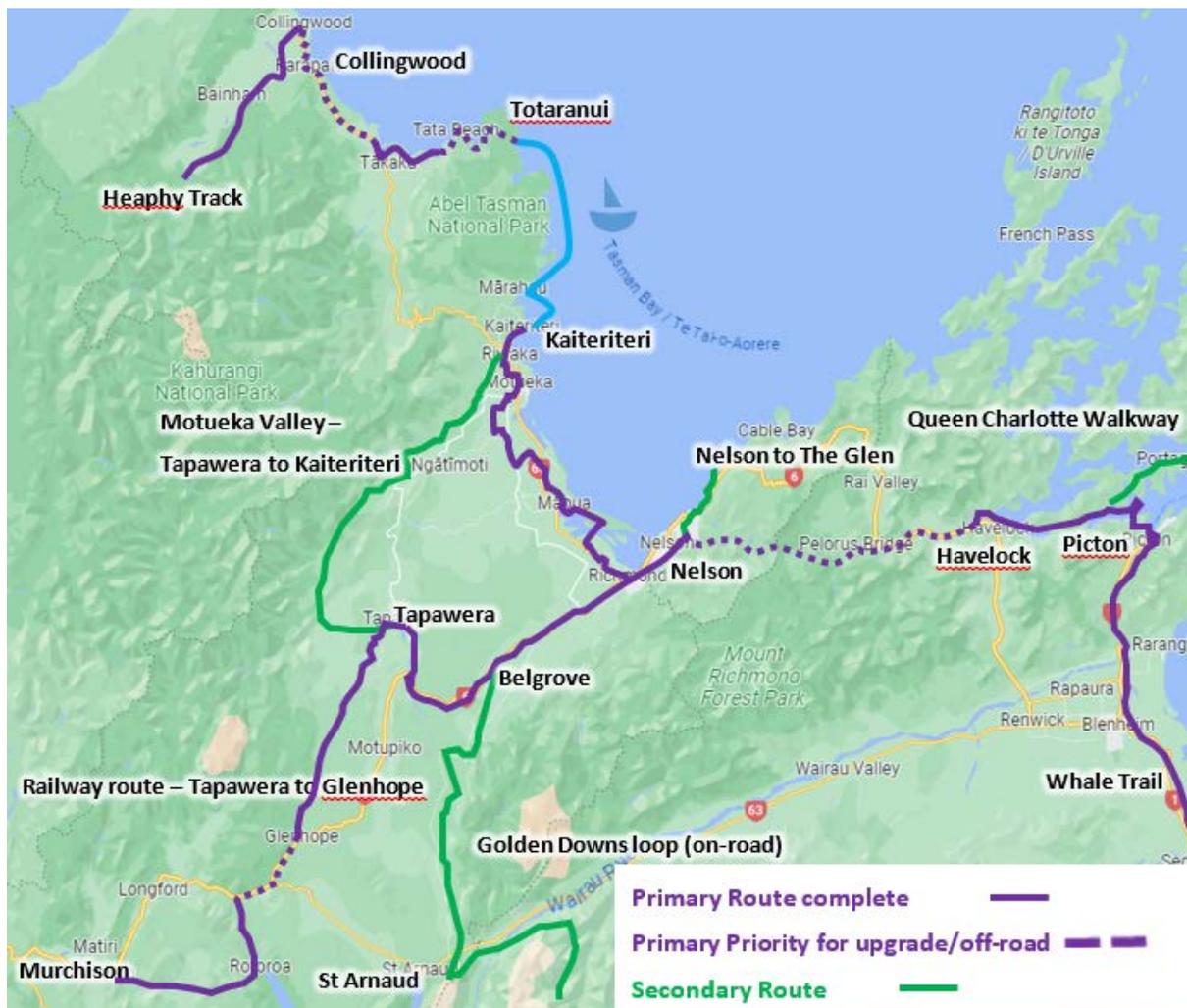
- Cycle highway 6C Picton to Murchison. This includes the Link Pathway in Marlborough, part of the Great Taste Trail and the Heartland ride from Tapawera to Murchison,
- Cycle highway 60C Richmond to The Heaphy Track. This includes part of the Great Taste Trail, existing boat services from Kaiteriteri to Totaranui and the Pohara to Takaka cycleway, and
- A link between Cycle highways 6C and 60C is the Motueka Valley section of the Great Taste Trail.

Parts of the Te Taihu Cycle Highway are complete but there are significant gaps and some parts are not up to the standard required for the user (fit for purpose). The concept being promoted by the Trust (Figure 1) is based on improving the network in terms of closing the gaps and bringing existing sections up to standard.

While we accept the current funding limitations, we would like to see this concept included in the RLTP to provide a strategic concept for reference as opportunities arise, for example with roading projects, to enhance the cycle network.

See [Attachment 1](#) for the Trust’s submission to the RLTP Committee of May 2023, which contains detail about the projects that form the Te Taihu Cycle Highway.

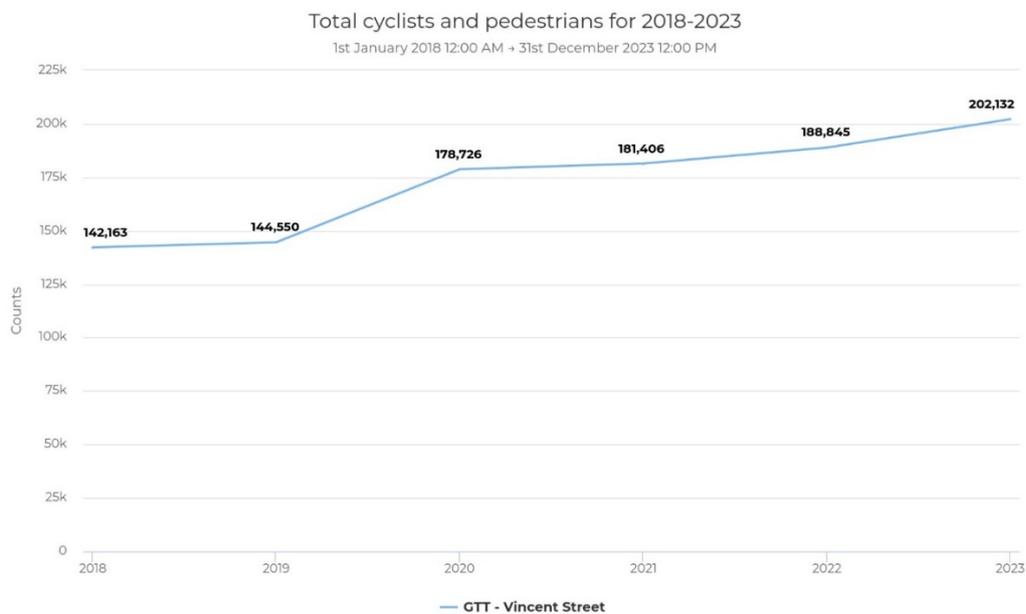
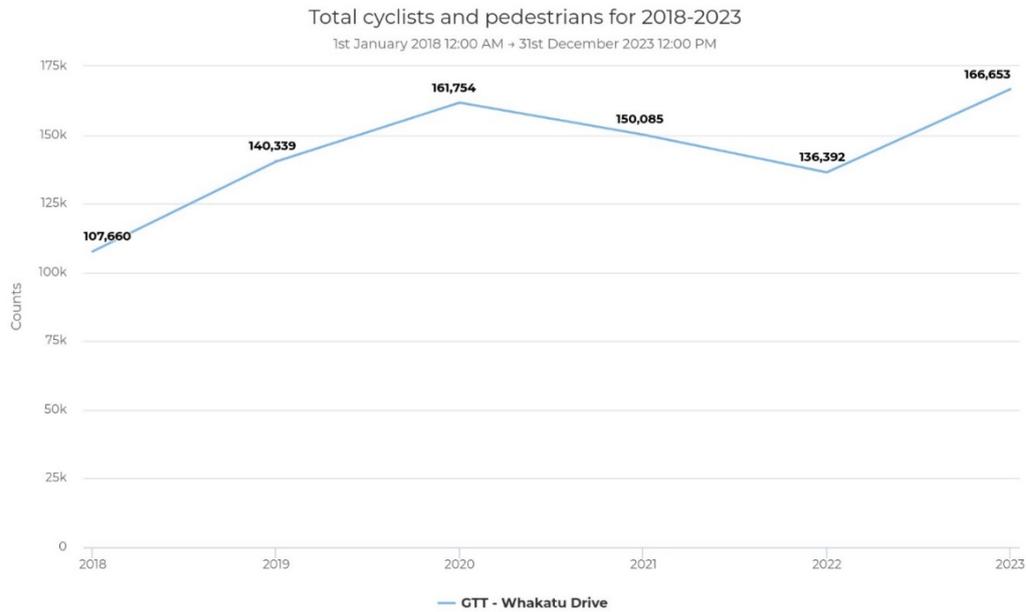
Figure 1: Te Taihu Cycle Highway



3. Walking and Cycling Strategies

Off-road cycle (and walking) trail development aligns with the TDC and NCC Long Term Plans plus with the NRDA Destination Management Plan, the Te Taihu Intergenerational Strategy, TDCs Walking and Cycling Strategy and NCC’s Out and About Strategy. While the RLTP is the key transport planning document, it is complemented by these other planning documents.

People cycle for both recreation and as a form of transport. This is strongly evident in the counter data for the Whakatū Drive and St Vincent Streets where numbers recorded are highest during commuting hours. Use of the trails has increased over the past five years – by 55% on the Whakatū Drive counter and by 42% on the St Vincent Street counter. In 2023 there were nearly 167,000 passes at the Whakatū Drive counter and over 202,000 passes at the St Vincent Street counter. See graphs below.



Cycling has enjoyed a surge in use right across New Zealand and an MBIE report, the [2021 Evaluation of Nga Haerenga Great Rides of New Zealand](#) shows significant growth in trail usage across the Great Ride Network. There is no reason to expect that this trend of more people cycling will not continue.

4. SH6 Rocks Road

SH6 Rocks Road has links to both ends of the Great Taste Trail and is a 'wow' piece of coastline, but due to the high traffic volume and no separated pathway the Trust does not promote its use. The Trust is of the view that a separated shared pathway is a priority and planning should not be delayed any longer. The Trust is pleased to see that in the RLTP a shared pathway on SH6 Rocks Road has been identified as a project that will:

- Focus on improving the connectivity and amenity of the waterfront, and
- Improve resilience of the aging seawall.

The shared pathway will have considerable benefit – including increased resilience – well beyond cyclists and walkers. The way that the table on page 35 of the RLTP is presented could lead a casual reader to think that the total cost (\$204m) is solely for the shared pathway. In reality the project will ensure that SH6 remains open to road traffic, improve connection with the waterfront for everyone (local and visitors), improve resilience of key freight route to and from the Port, and reduce emissions (as people choose to cycle).. The [NZTA State Highway Investment Proposal 2024-34](#) observes that Nelson's urban area has one of the highest proportions of people walking and cycling in New Zealand. It goes on to say that the Rocks Road proposal will both increase resilience and reduce emissions¹.

The Trust strongly supports a pathway that is sufficiently wide for comfortable sharing by bikers and walkers. This needs to be separated from any road rebuild in both costing and physically with a separated 4-5m wide elevated shared pathway. (This is similar to the Ngā Ūranga – Pito-One shared path in Wellington, which is currently being constructed with a 5m wide sealed path and which will provide significant resilience benefits in addition to those associated with the promotion of walking and cycling).

Such a shared pathway would significantly increase safety for cyclists and pedestrians. Currently only confident cyclists are prepared to brave the existing on-road cycleway due its high traffic volumes which include logging and freight trucks heading to and from the port, the city and Blenheim/Picton. A separate shared path would open this scenic route into Nelson to families and local and visiting recreational riders.

5. Conclusion

With population and economic growth, the regional road network will be increasingly subject to congestion. Cycling, especially with the adoption of e-bikes, has a potentially significant role to play in the suppression of traffic demand, alongside contributing to community welfare and connectivity.

To realise this potential, cycling has to be attractive and perceived as safe. Cycling routes need to be segregated from general traffic and offer continuous facilities over both shorter and longer distances.

The Trust is committed to creating great cycle trails for our communities and sees the RLTP as an important document in helping to ensure that we plan to have the right balance of land transport infrastructure to connect the Te Taihū community, to provide access for all to employment, education, recreation and services.

We thank the Councils for the opportunity to make this submission. We are happy to clarify comments in this submission if required.

¹ The outcome will be a safer connection for cyclists going between Nelson CBD, the southern suburbs and Richmond. There'll also be a focus on encouraging the uptake of zero/lower emissions vehicles and fuels, and where funding is available, we'll support lower cost projects to improve transport choice.

ATTACHMENT 1

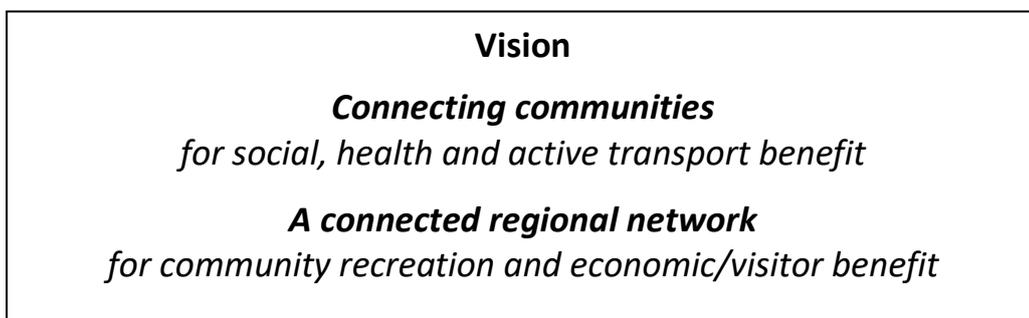
LONG TERM PLAN 2024: PRE-CONSULTATION STATEMENT OF PRIORITIES

NELSON TASMAN CYCLE TRAIL TRUST & GOLDEN BAY CYCLE AND WALKWAY SOCIETY

REGIONAL CYCLE NETWORKS

Introduction

The Nelson Tasman Cycle Trail Trust (The Trust) aims to create and maintain unique, safe and diverse cycle trail experiences that showcase the best of the Nelson Tasman region for visitors and locals, with a focus on regionally and nationally significant trails and linkages. While the focus can often be on sections of trail for recreational use, it is important to recognise that cycling is a transport option and a vision/plan for Top of the South/Te Taihu cycling is needed to make cycling a viable active transport option.



A “state highway” concept for cycleways that utilises existing cycle trails and routes, and has spur or link trails driven by demand would implement this vision (Figure 1):

- **Cycle highway 6C - Picton to Murchison**

Includes the Link Pathway in Marlborough, part of the Great Taste Trail and the Heartland ride from Tapawera to Murchison

- **Cycle highway 60C - Richmond to The Heaphy Track**

Includes part of the Great Taste Trail, existing boat services from Kaiteriteri to Totaranui and Pohara to Takaka cycleway.

- A link between these routes is the Motueka Valley section of the Great Taste Trail.

The key to making Cycling a viable transport and recreational option is for routes to be

- Safe
- Connected
- Fit for purpose for the expected user

Parts of the above Cycle highways are complete but there are significant gaps and some parts are not up to the standard required for the user (fit for purpose). The projects promoted below are based on improving the network in terms of closing the gaps and bringing existing sections up to standard.

The Trust has worked with the Golden Bay Cycle and Walkway Society (GBCWS) and this document provides a shared vision of both parties for the Nelson Tasman region.

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The Trust is also working with the Link Pathway group in Marlborough and two proposals in the Marlborough region are included below as they are part of the key network vision. (It is recognised that these are part Marlborough District considerations but they also form part of any Te Taihū Cycling vision)

The Trust and GBWCS support the overall direction of both Councils for walking, cycling and active transport, and are pleased to see a commitment for improvement.

The Trust and GBWCS have identified the following priority routes for consideration as both Councils develop their Long Term and Regional Land Transport Plans Plans:

Tasman (excluding Golden Bay)

- Safety, grade compliance and enhancements to the Great Taste Trail
 - o Wai-iti Domain to Hoult Road
 - o 300m section south of Tapawera
 - o Easyrider / access to Kaiteriteri
 - o Waimea Inlet project
 - o Tapawera Baton Rd off-roading along gravel sections
 - o Motueka Valley West Bank off-road
 - o Rabbit Island to Mapua as part of the public transport network
- Glenhope to Gowan River/Lake Rotoroa turn-off Heartland Ride
- Motueka Valley East bank Ngatimoti to Motueka
- Spur Trails

Golden Bay

- Extend the Tākaka to Pōhara route from Selwyn Street to Pōhara Valley Road to improve road safety
- Tākaka to Collingwood commuting route and connecting communities
- Extend Tākaka to Pōhara route to Ligar Bay and Tata Beach
- Linking the GTT via Kaiteriteri and water taxi to Totaranui

Nelson

- Enhancements to the Great Taste Trail
 - o Rocks Road off-road pathway
 - o Whakatu Drive pathway upgrade
- Coppermine Trail – Maitai Hub to Groom Creek
- Maungatapu Heartland Ride (& Pelorous to Havelock)
- Nelson North

Tables 1 and 2 contain an assessment of each of these routes and Figures 2 and 3 map the routes.

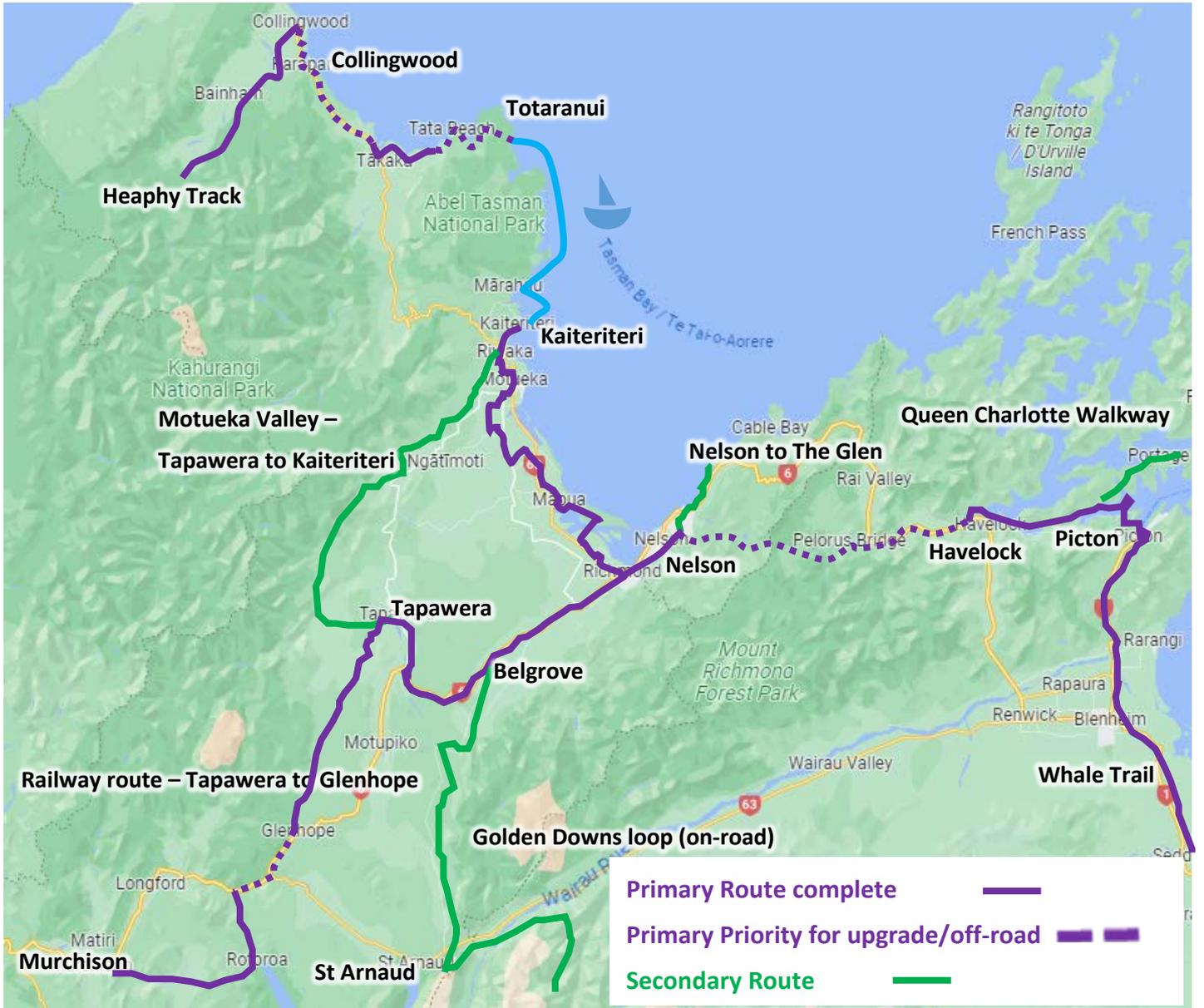
In addition to funding for separated cycle lanes and shared paths to connect people and communities across Nelson, Tasman and Golden Bay and enhance the region's cycling experience for locals and visitors (as above), we would like to see the following reflected in the Long Term Plans for each of Nelson City Council and Tasman District Council:

1. Improving the quality of the user experience for all.
2. Advancing active transport and low carbon transport initiatives.
3. Urban planning to fill gaps in urban cycling & walking networks.

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Table 1: Specific Cycle Routes (see map in Figure 2 – page 15 – map numbers do not indicate priorities)

***Potential for 50% from MBIE Great Ride Funds for Coppermine and Great Taste Trail projects**

**** Potential Waka Kotahi projects**

Tasman (excluding Golden Bay) (Figure 2)						
Priority within sub region	Route and map number on Fig 2	Distance	Cost estimate	Grade	Stake-holders	Comment
Priority 1 2024-25	Great Taste Trail #1 * Wai-iti Domain to Hoult Road	1.4km	\$700,000	Current 3+ Would become 1-2	TDC MIBE	,
Priority 2 2023-25	Great Taste Trail * 300m of Trail adjacent to highway 2km south of Tapawera	300m	\$30,000	Current 3+ Should be 2	TDC MIBE Trust	A short section of trail is too narrow for two-way riders and is not wide enough for barriers between it and the 100km/hr road. Crossing and recrossing is not a viable option. There is a section of “deeds index” land for which could be utilised, but ownership rights are disputed by the adjoining owner. The allocation of funds is to pursue acquisition of this land. The cost for forming the trail and fencing is expected to be budgeted for from MBIE and the Trust.
Priority 3 2023-24	Great Taste Trail #4 * Waimea Inlet Stage 1	4km	\$125,000	1	TDC - Reserves dept MBIE Trust NPD	This is a high use section of trail that is industrial, ‘messy’ and under grade . It is the first impression that users have when starting their journey from Richmond. An enhancement project to improve the environmental condition and the user experience has been instigated. The Trust is working with stakeholders and businesses from Richmond to Lansdowne Rd. Funding of \$135,000 has been gained from MBIE, TDC, local businesses and the Trust for a first enhancement project

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					<p>along the front of the NPD and Higgins facilities. This is not included in the cost estimate here, which is for the work described below</p> <p>A project to upgrade the old stock underpass to the Aquatic Centre is to begin shortly as this route doesn't flood and has safer approaches.</p> <p>The Fittal Street/Waimea Inlet counter recorded an average of 51,000 cyclists per annum for the period 2018-22. This piece of trail is currently mostly used by recreational users, and use peaks at the weekend. With e-bikes becoming more popular this pattern could change, particularly if the Mapua ferry had operating hours suitable for commuters and/or if a walk/cycle bridge was constructed between Mapua and Rabbit Is (see below).</p> <p>An additional factor that is not picked up by the Fittal street counter is that with the new Berrylands housing block, the cycleway/walkway has many entry/exit points. The trail and its adjacent natural areas have become a recreational space for the Berrylands housing. TDC have recently acknowledged this by upgrading the toilets along the route. However, with the increase in usage, the trail is not fit for purpose and an upgrade is required. It is too narrow in places and should be bought up to a grade 1 higher use trail.</p> <p>Stage 1 upgrade would involve clearance to a 3m trail width, corner corrections and some resurfacing.</p> <p>NOTE : The funding for upgrade of this trail section should in part come from the reserves contributions from the Berrylands developments.</p> <p>A stage 2 is considered in Priority 9 below</p>
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<p>Priority 4 2024-25</p>	<p>Great Taste Trail - #6 * Easyrider access to Kaiteriteri</p>	<p>2.5km</p>	<p>\$400,000</p>	<p>1-2</p>	<p>TDC KRR Board</p>	<p>The Easyrider section of the Great Taste Trail is a Grade 2-3 mountain bike trail. Some users feel uncomfortable riding on this section - they like visiting/staying at Kaiteriteri but don't find the MTB park 'nice' to ride. Neither the Trust nor the Kaiteriteri Reserve Board want to encourage people to ride on the road, which is narrow and busy. The Kaiteriteri Reserve Board is considering possibilities for a 2nd and easier grade bike path into Kaiteriteri.</p> <p>WSP Spatial Destination planning has focussed on regeneration & biodiversity within the Reserve. One challenge is to reduce the number of cars entering Kaiteriteri, particularly in the summer season, and reclaim the space for better and safer recreation facilities. Beyond the peak season, Kaiteriteri is dominated by empty car parking spaces. The major barrier would be how people get in and out of Kaiteriteri in the absence of car parks. A Park and Ride system has been discussed, amongst other ideas. An easier cycle path would contribute to a sustainable and safe alternative.</p>
<p>Priority 5 2024-25</p>	<p>Great Taste Trail #2 * Tapawera to Baton Saddle turn off</p>	<p>4km</p>	<p>\$164,000</p>	<p>2</p>	<p>TDC MIBE</p>	<p>The Trust would like to move trail off-road on gravel road sections along the Wangapeka River between Tapawera and the Baton Saddle turn off. An initial section for this is along the Wangapeka River adjacent to the Newcomb hop garden (approx. 1.5km, off Newport Rd) was costed at \$40,000. Since then other land owners are sympathetic to more off road trail. This will reduce the amount of shingle road that is shared with vehicles. A 50% subsidy may be available from the Great Rides enhancement/safety fund.</p>

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<p>Priority 6 2024 onwards</p>	<p>Trail resilience and enhancement * **</p>	<p>TBA</p>	<p>\$120,000 per annum</p>	<p>1-2</p>	<p>TDC MIBE Trust</p>	<p>The Trust has developed an ongoing upgrade program for the trail which includes safety and grade improvements.</p> <p>The Trust hasn't developed specific proposals or costs for spur trails but has identified a demand for spur trails. near the GTT. Examples are:</p> <ul style="list-style-type: none"> • Trails to hospitality establishments e.g. the Riwaka Hotel and Seifried Estate. • Trails to food & beverage hubs e.g. Connings, Hop farms near Tapawera. • Linking Mapua to Upper Moutere to make exploration of wineries safer and more enjoyable. <p>These upgrades and spur trails would provide safer riding for locals, encourage more bike use and enhance visitor experience with bike friendly access to attractions.</p> <p>It is anticipated that any projects are 50% funded from external sources. Eg MIBE, Trust and NZTA</p>
<p>Priority 7 2024-25</p>	<p>Heartland Ride #7 ** Glenhope to Gowan River/Lake Rotoroa turn-off</p>	<p>14km</p>	<p>Stage 1 \$600,000 Stage 2 1.4M</p>	<p>Currentl y 5 Should be 3 Could be 2</p>	<p>TDC Waka Kotahi</p>	<p>In 2019 Waka Kotahi extended the Heartland rides network to include a section from Tapawera to Murchison. A section of this is on a dangerous piece of road for cyclists - from Glenhope to the turn-off to Lake Rotoroa. It is classified as grade 5 (the highest grade) due to a 80km speed limit and high road usage. The Trust has scoped using the old rail embankment which is largely intact for the southern piece from Kawatiri to the Gowan. This is the worst section in terms of safety. Costing for this was \$600,000. Cycle trail would significantly improve the safety and cycle friendliness of this section. The northern section (Glenhope to Kawatiri) presents more of a challenge as the rail formation is not intact and bridges are required. This was costed at \$1.4M.</p>

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						Both of these proposals have been put to Waka Kotahi.
Priority 8 Option 1 2027 + Option 2 2026-27	Great Taste Trail #3 * Motueka Valley West Bank	33km	Option 1- \$2.2- 3.0M -full off road Option 2 \$350,00			<p>The Ngatimoti to Riwaka section of the trail is on a sealed road with some blind corners and a busy section of road near Riwaka . The current on-road route meets NZ Great Ride criteria but does have safety issues mentioned above. It is on a scenic road away from large traffic volumes traffic and with an 80km/hr speed limit. Off-road trail is currently being constructed on the East Bank of the Motueka River from the Pokororo footbridge to Ngatimoti. If CJ Industries is granted a consent for gravel extraction at Peach Island they have agreed to provide for an off-road trail from their site to the Alexander Bluff Bridge. The Trust requested this to be a condition of a consent if granted.</p> <p>Providing an off-road path for the full 33km route is a longer-term objective due to cost > \$2.2- \$3.3M.</p> <p>An interim project would involve sight lining a number of corners and rerouting the route via the stopbank to the Motuaka River Bridge to rejoin the Great taste trail. Estimates put this cost at \$ 350,000.</p>
Priority 9 2026-7	Great Taste Trail #4 * Waimea Inlet Stage 2 upgrade	4km	\$600,000	1	TDC Reserves dept MBIE	<p>Refer to Priority 3 Stage 1 upgrade for details. This upgrade is for a full good surface (sealed) recreational and commuter facility.</p> <p>NOTE : The funding for upgrade of this trail section should in part come from the reserves contributions from the Berrylands developments.</p>

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Priority 10	Great Taste Trail #5 * Rabbit Island to Mapua, public transport commuter ferry or bridge option		\$2M	1	TDC MIBE NZTA?	<p>The only way of getting directly between Rabbit Island and Mapua is by ferry. The ferry service does not run on a regular timetable all year round or at suitable morning or evening hours for commuters. The crossing is frequently closed during winter when the ferry is not economic to run. TDC currently provides a subsidy to Kiwi Journeys, who run the ferry service.</p> <p>With the growing population in Mapua-Tasman, and the growth in e-bike use, a more viable active transport/cycle option is needed for commuting to Richmond as well as recreational access to Rabbit Is. This connection should be considered as part of the region's public transport network.</p> <p>A bridge or bridges would relieve reliance on the Mapua ferry and allow ready, all-day, weather independent and inexpensive access within operating times of Rabbit Island. It would also potentially carry services infrastructure between Rabbit Is and Mapua.</p> <p>A bridge could be an iconic structure matching/highlighting the estuary environment. Rough costing in 2020 was \$2M. There would be opportunity for payment options by users that would help offset the costs of bridge construction.</p> <p>An analysis is needed of the options in the context of the provision of regional public transport.</p>
Priority 11 2025-28	Motueka Valley East Bank #8	17km	TBA	1-2	TDC	Off-road trail from Ngatimoti to Motueka would provide a commuter route that has considerable local interest.
Golden Bay (Figure 3)						
Priority 1	Tākaka to Collingwood route ** #2	27km	\$2.7m	1	Waka Kotahi	The Golden Bay Cycle and Walkway Society (GBCWS) have identified the route from the Heaphy Track to Tōtaranui as the priority cycling route for Golden Bay. The most important section of this route is

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<p>Bird's Hill section: 2023</p> <p>Off road portions on private land: 2023-2024</p> <p>Remaining sections: 2025</p>					TDC	<p>connecting Tākaka and Collingwood to provide a safe active transport gateway to the Heaphy (via the Heaphy Heartland Ride), Farewell Spit, Wharariki Beach and Whanganui Inlet.</p> <p>SH60 between Tākaka and Collingwood is unsafe for cycling. There are no alternative routes for cyclists to use and no scheduled bus service. Residents and tourists have only two options when travelling between Tākaka and Collingwood, take a risk cycling or drive. Due to the traffic volumes and road alignment, safe cycling cannot be achieved through speed reductions alone. The GBCWS proposes a 2.5m wide 27 km long separate cycleway. The cycleway will maximise off road opportunities, with connections as required using a separated cycleway adjacent to or away from SH60, with some land offers received already. The route could be done with a staged approach to reflect funding availability, with the priority stages being: Tākaka to Rangihaeata, Mussel Inn bypass, Milnethorpe.</p> <p>Besides addressing the safety issues for cyclists on SH60, the cycleway would:</p> <ul style="list-style-type: none"> • Address suppressed cycling demand: Golden Bay residents are health and environmentally conscious. This was reflected in survey results when 96% of the 750 respondents stated that they would cycle more if there were safe cycleways. People living all along the route as well at Tākaka and Collingwood want to access destinations along the route. • Rangihaeata is one of TDC's residential growth areas. This cycleway would provide a safe cycling connection to the schools in Tākaka. • Form a key part of the proposed 'Top-of-the-South National Cycle Network': The Heartland link between Seddonville and Collingwood via the Heaphy Track will significantly increase
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						<p>the number of cyclists, opening Golden Bay up as a cycling-only through destination, linking Buller to Tasman, home of the Great Taste Trail.</p> <ul style="list-style-type: none"> Benefit the local economy: There are many local artists and accommodation providers accessed from a Tākaka to Collingwood cycleway that would benefit from the increase in cycle tourism. The cycleway would provide many features of scenic and historical interest for cycle tourists. Additional side routes are identified for areas of scenic and historic interest and signage would highlight many other features. <p>A pre-feasibility study for this was completed in 2019. Preliminary discussions are underway with 3 generous landowners who have offered access for the trail between Onekaka Hall and Tukuru Beach turnoff. Discussions are also underway with the Milnthorpe Management Committee re access through Milnthorpe Reserve.</p>
Priority 2 2023	Extension of Tākaka to Pōhara route through to Pōhara Valley Road #1	1.5 km	\$150,000	1	TDC	<p>The Tākaka to Pōhara cycleway has had strong uptake by both cyclists and walkers since it was opened in 2019. There are concerns about road safety, particularly at the Selwyn Street intersection and through Pōhara past the campground where, particularly in summer, there are very high traffic volumes with roadside parking encroaching into the road reserve.</p> <p>This work would see the pathway extended from Selwyn street to Pōhara Valley Road through an on road dedicated cycleway and an extension of the existing off road shared path from the Bandstand to Pōhara Valley Road.</p>
Priority 3	Extension of Tākaka to Pōhara route Pōhara Valley Road to Tata beach #3	3.9 km	\$500,000	1	TDC	<p>This, after completion of the Selwyn Street-Pōhara Valley Road section, would connect the Tata Beach settlement to Tākaka. A combination of onroad cycleway and separated pathway to would provide a safe cycling and walking route from the settlements of Tata</p>

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						<p>Beach and Ligar Bay through to Pōhara and onwards to Tākaka. This would:</p> <ul style="list-style-type: none"> • Provide a safe cycle and walking route from Tata and Ligar Bay to Tākaka • Align with the community priority of providing safe active transport routes that connect communities and key facilities (ref GB Cycle Strategy) • Form a key part of the proposed “Top of the South Cycle Network”. This route will extend the safe cycle corridor past the busy Port Tarakohe and through the higher traffic areas of Ligar Bay and Tata Beach. This leaves an on-road section of 17.5km from Tata Beach to the water taxi departure point at Totaranui. In winter an off-road cycling alternative is open over Gibbs Hill from Wainui Bay to Totaranui.
	<p>Linking the GTT via Kaiteriteri and water taxi to Totaranui</p> <p>#4</p>				<p>TDC Private Operators DOC</p>	<p>Cyclists can connect from the end of the Great Taste Trail at Kaiteriteri through to Totaranui / Golden Bay via water taxi. This is a lovely scenic trip and enables off season bike packers to travel through beautiful Golden Bay and the iconic Heaphy track to the West Coast and the Old Ghost Trail. Benefits include:</p> <ul style="list-style-type: none"> • Increase tourism on the shoulders of the season, thereby enabling better returns for local businesses. • Enables tourists to travel to, and through, Golden Bay using the more sustainable option of active transport.
Nelson						
<p>Priority 1 2023-25</p>	<p>Great Taste Trail #10 ** Whakatu Drive</p>	<p>2km</p>	<p>\$3m</p>	<p>1</p>	<p>NCC Waka Kotahi</p>	<p>Whakatu Drive is a key component of the backbone of Nelson/Tasman Transport for cycling - for commuters, recreational riders and visitors. This highly used shared pathway is narrow and too close to the highway for about 2km from Champion Rd north. It is an under-</p>

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						<p>designed facility. Usage would put the necessary width at 3m+ (Austroads standards commonly used by Waka Kotahi and NZ Councils). Currently it is 1.8m or less and in the danger zone of the road. It is unpleasant to ride along due to its narrowness and proximity to high volume traffic. Debris from vehicles also makes the trail dangerous. The Whakatu Drive counter recorded an average of 245,000 cyclist passes per annum for the period 2018-22.</p> <p>WSP has carried out feasibility studies and design work for Waka Kotahi. The option which meets the design criteria is for a mix of cycle path and boardwalk. We have recently been advised by Waka Kotahi that the section from Orphanage Stream south to the end of the coastal section should be completed within this NLTP period (by June 2024). This will leave the section north of Orphanage Stream for the next NLTP.</p> <p>The Trust canvassed options at an onsite meeting with WSP and Fulton Hogan in 2022 and has considered costings in comparison with the contract the Trust managed on behalf of NCC for the estuary boardwalk at Tahunanui, which was carried out by Fulton Hogan. Scaling this up to a wider boardwalk, larger posts, adding a handrail and allowing for cost increases the base cost of construction should be \$800-1000/m. With overheads, planting and limited traffic management this would put the overall cost of 2km of trail at around \$3M.</p>
2026- 27	Great Taste Trail #9** Rocks Road off-road pathway	2.5km	??	1	NCC Waka Kotahi	<p>The Trust strongly supports the concept of a pathway sufficiently wide for comfortable sharing by bikers and walkers. This needs to be separated from any road rebuild in both costing and physically with a stand-alone 4-5m wide elevated shared pathway.</p> <p>Such a shared pathway would significantly increase safety for cyclists and pedestrians. Only confident cyclists are currently prepared to</p>

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						brave the existing on-road cycleway due its high traffic volumes which includes logging and freight trucks heading to and from the port, the city and Blenheim/Picton. A separate shared path would open this scenic route into Nelson to families and local and visiting recreational riders. Costing of this section is difficult as the design is still linked to a road upgrade.
Priority 2 2023 24	Coppermine Trail #11* Maitai hub to Groom Creek		\$60-100,000	3	NCC MBIE	The Coppermine provides a unique experience amongst the Great Rides of starting and finishing from the city with its cafes and bars. The Groom Creek project would provide a new off-road riverside trail, connecting from the Maitai Hub, to Groom Creek and the Coppermine Trail (acknowledging this connection from the Maitai to the Coppermine is on Ngāti Koata whenua). This would also further improve the cycle trail network in the Maitai Valley.
Priority 3 2024 25	Pelorous to Havelock **	22km	\$660,000 2019 costing	1-2	MDC Waka Kotahi	While this route is in Marlborough District Council, it adjoins the Maungatapu route connecting with the Link Pathway around Queen Charlotte Sound from Picton. Current vehicle numbers on this highway mean that it is unsafe for cyclist to be riding on it, even with shoulder widening. A viable route on the north bank was investigated in 2019-20 and put to Waka Kotahi. The route is on Crown Land. The route could be split into two projects- Havelock to Dalton Bridge and Daltons bridge to Pelorus
Priority 4 2026-27	Heartland Ride ** Maungatapu #12 Nelson side	12km	\$2-2.5M	3	NCC MBIE Waka Kotahi	A proposal from 2009 which predated the Great Rides/Great Taste Trail had a route from Picton to Murchison, of which some has been incorporated into the Great Taste Trail, Link Pathway and the Heartland rides network. Proposals to upgrade the Maungatapu to a grade 3 touring route and link in with the Coppermine trail were investigated extensively in 2019 -20 with some funding from NCC. These included ecological and water quality studies, on the ground mapping and aerial footage of the two

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						<p>possible routes. The proposals for the Nelson Side were put to the NCC water management committee who manage the Maitai water works reserve. Discussions were undertaken in 2021/22 but put on hold by the Trust because of other time commitments and Council staff requiring more extensive investigations. It is intended these discussions will recommence in 2023. The costing is only the Nelson Side.</p> <p>The benefits of this include: upgrading the Maungatapu road route to a grade 3 biking standard as a safer route for bike packers than the Wangamoa Saddle road, provide a link between the existing Coppermine Trail and the Maungatapu Saddle at a grade 3 standard, and provide an alternative loop extension to the Coppermine Great Ride.</p>
Priority 4 2028 29	Heartland ride Maungatapu - Marlborough Side	10km	\$1.5-2M	3	MDC Waka Kotahi	As above for Nelson side . 70% of the route is on one private land block which has been verbally agreed, Balance is crown land and a possible use of other private land.
Priority 5 2025 26	Nelson North #13	1.65km	\$600,000 (2016 estimate)	1	NCC Waka Kotahi	A shared pathway extends from the Nelson CBD to Clifton Terrace School, a distance of 6.6km. This proposal would extend cycle trail to Todds Valley. The Trust was consulted to provide a viable solution to a route from Clifton School to Todds Valley on the inward side of the highway. 1.65km. This was planned and costed excluding the first 350m which Council was to do separately. A cycle trail would provide increased safety for cyclists and pedestrians. A further extension would provide a safe cycle route to Glenduan (not costed).

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Table 2: Specific Cycle Routes Summary Statistics

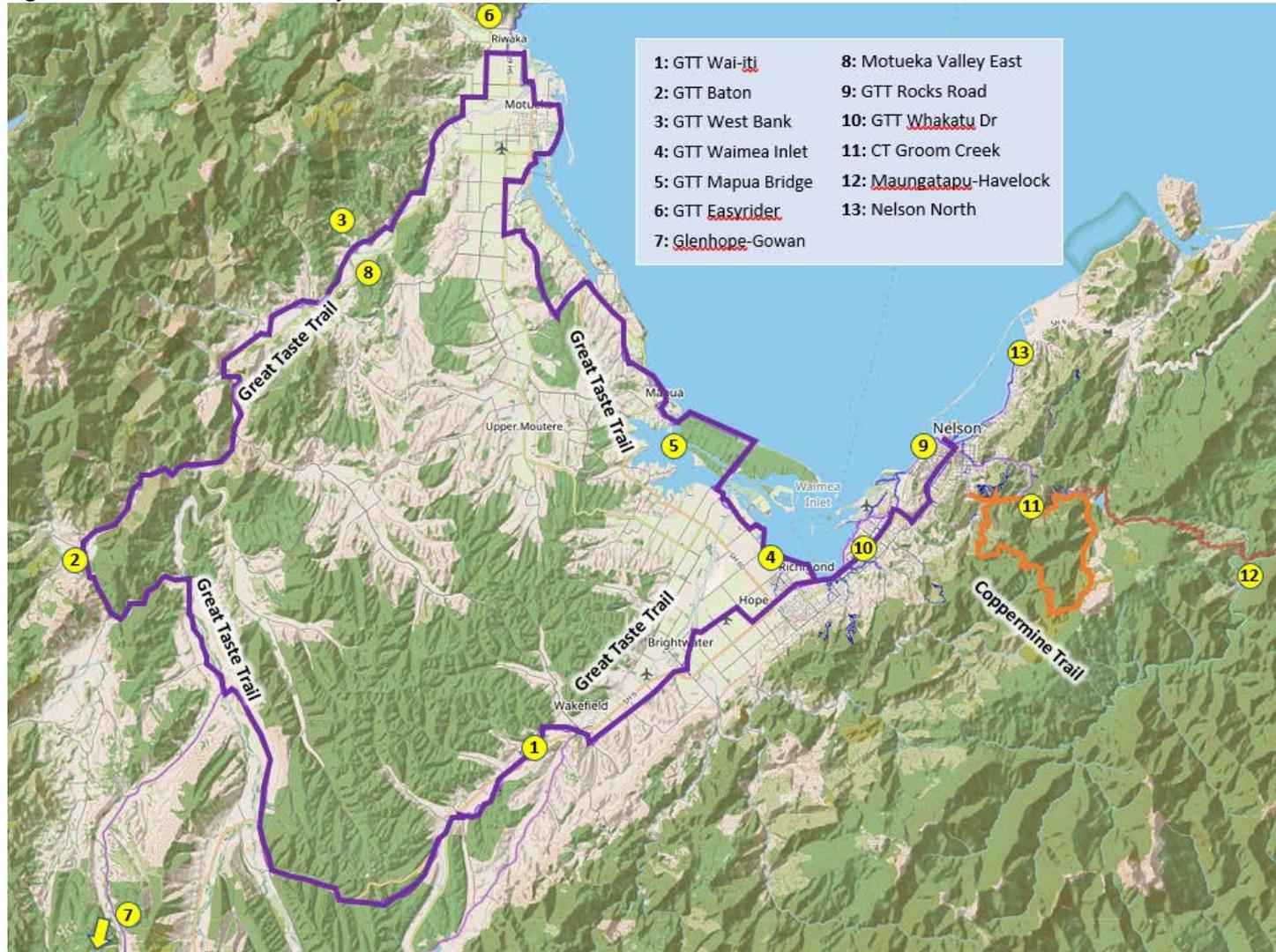
TASMAN GTT		
Wai-iti Domain to Hoult Road	\$700,000	1.4km
Kohatu-Tapawera off-road section	\$30,000	300m
Waimea Inlet upgrade - stage 1	\$125,000 / \$600,000	4km
Easyrider access to Kaiteriteri	\$400,00	2.5km
Tapawera to Baton Bridge off-road	\$164,000	4km
Trail resilience and enhancement	\$120,000/ annum	N/A
Motueka Valley West	\$350,000 / \$3M	33km
Rabbit Island to Mapua connection	\$2M	TBC
TASMAN RLTP		
Rabbit Island to Mapua connection	\$2M	TBC
Heartland Ride: Glenhope to Gowan River	\$2M	14km
Motueka Valley East	TBC	18km
GOLDEN BAY		
Extend the Tākaka to Pōhara (Selwyn Street to Pōhara Valley Road)	\$150,000	1.5km
Tākaka to Collingwood commuting/ connecting communities	\$2.7M	27km
Extend Tākaka to Pōhara route to Ligar Bay and Tata Beach	\$500,000	3.9km
NELSON		
Great Taste Trail: Whakatu Drive	\$3M	2km
Coppermine Trail: Maitai hub to Groom Creek	\$60- 100,000	1km
Heartland Ride: Maungatapu Nelson Side #11	\$2-2.5M	12km
Great Taste Trail: Rocks Road off-road shared pathway #5	TBC: see notes	2.5km
Nelson North: #14	\$600,000	1.65km
MARLBOROUGH		
Heartland Ride: Maungatapu Pelorus Side	\$1.5-2M	10km
Pelorus to Havelock	\$660,000	24km

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Figure 2: Nelson and Tasman Cycle Routes

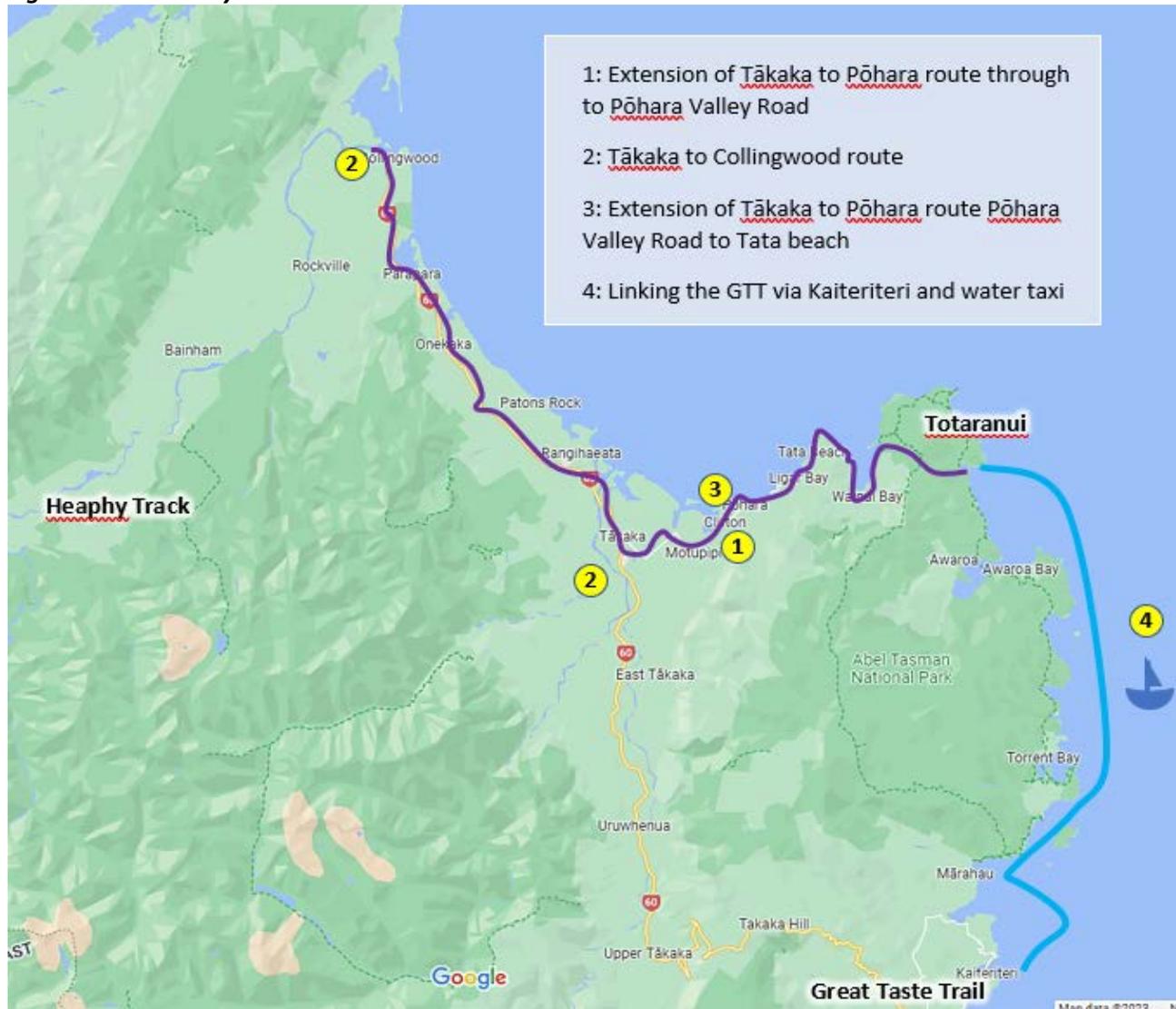


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Figure 3: Golden Bay Routes



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