

NELSON FUTURE ACCESS PROJECT



Church Hill, Pikimai

Waka Kotahi NZ Transport Agency is working with Nelson City Council (NCC) and local iwi to develop a package of improvements to address transport issues in Nelson over the next 30 years.

We have come up with three long-term packages of improvements but not all of these will be submitted for funding and we want your help to decide which package or combination of packages will work best for Nelson and the surrounding region.

This brochure outlines the thinking that has gone into these packages and shows which ideas are the same between all three packages and which ideas are different. At the back of this brochure is a form that you can fill in and send back to us. Alternatively, you can visit our website and have your say there and also see what other people are saying www.nzta.govt.nz/projects/nelson-future-access-project.

Before you continue reading, we also want to acknowledge this will feel like a familiar exercise for some people because there have been previous studies that have informed the ideas we are presenting to you. A lot has changed since we last talked to you. On page 9, we explain what has changed and also what the previous studies taught us.

Thank you for helping us plan a vibrant future for Nelson. After your feedback is analysed, the project team will put forward a single proposed package and you will have a second opportunity to comment before the finalised package is submitted for funding.



To find out more about this project: visit www.nzta.govt.nz/nelson-future-access
email nelsonfutureaccess@nzta.govt.nz

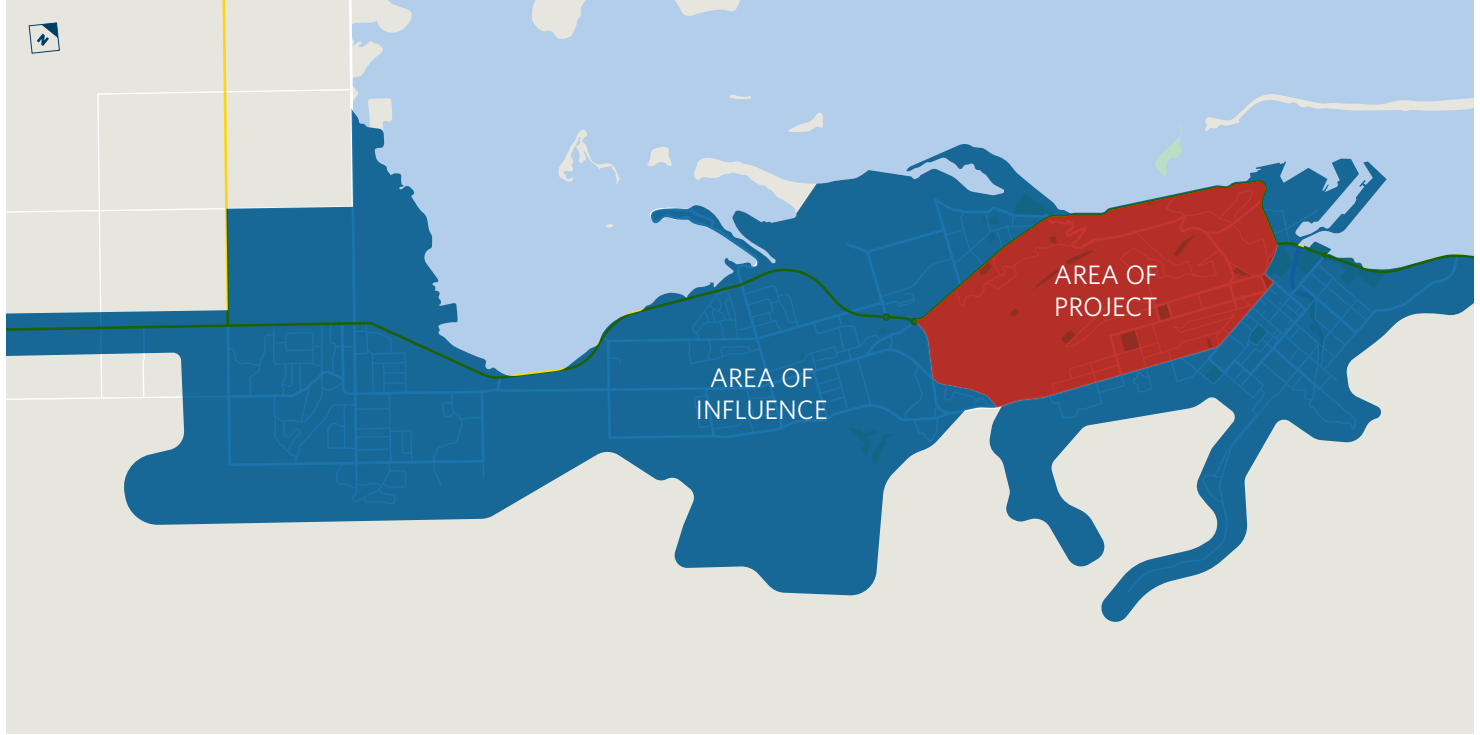
HAVE YOUR SAY...

Complete our feedback form at the end of this brochure or online at www.nzta.govt.nz/nelson-future-access-feedback

The project area

We are focusing on a central area of Nelson that extends from Rutherford Street/Waimea Road to the east and south to the Annesbrook Drive roundabout and then north along SH6 to the Haven Road roundabout.

However, there are people further out that will be affected by what this project does, and this larger area extends beyond Richmond to the south and west, and up to Atawhai in the north.

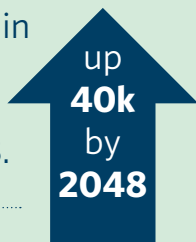


Interesting facts

75% of vehicles on Waimea and Rocks Roads are single occupant



The number of journeys within the project area are forecast to increase from **100,000** to **140,000** per day by **2048**.



60% of all journeys within the project area are



What we're trying to achieve

This project is aligned with NCC's priorities around infrastructure, environment and city centre development and council's focus for 2020/21 to create a sustainable transport culture.

"Nelson is the Smart Little City. It is a vibrant place - where we are deeply connected with, and committed to, our natural, social and cultural environment. Clever business and innovation help us thrive. We enjoy living fulfilled lives in smart, sustainable communities."

We are also working to achieve the goals of the Government, which place greater focus on safety, accessibility, resilient and liveable cities, and the environment. This also means reducing dependency on non-commercial private vehicles, and recognising how the transport system can improve access to economic and social opportunities.

In this context, and in a nutshell, this project will contribute to:

- Making it easier for people and freight to move around and through Nelson
- Providing more choices for people to get to where they want to around Nelson
- Improving the quality of the urban environment for people
- Providing a safer transport system that people feel safer using
- Making the transport system more resilient.

What components are essentially the same in every package?

We can achieve a lot in Nelson by making better use of what we currently have available.

So, in the short-term, we want all our packages to include these basic elements:

- Core cycling and pedestrian improvements to support land-use intensification, connect routes, and encourage more people to walk and cycle, which is better for their health and the environment (lower carbon) and take advantage of the emerging trends such as Ebikes.
- Public transport improvements including ticketing and service improvements.
- Local area traffic calming measures to make our streets safer and our neighbourhoods more liveable.
- Intersection upgrades to support better vehicle movement including giving more priority to buses.
- Speed management on parts of the network to make our neighbourhoods vibrant places to live and safer for people walking and cycling.

- Revising parking and public transport fares to encourage walking, cycling and using the bus.
- Marketing and promotion of different ways to travel to work and school.

We expect these improvements to occur in the short-term, regardless of what long-term options are ultimately selected. We have called this our short-term package of improvements and we expect to refine these improvements depending on which long-term package (or combination of packages) is selected. (See timeline on page 9.)

These short-term improvements also align with the desired outcomes within Waka Kotahi NZ Transport Agency’s ‘Keeping Cities Moving’ (www.nzta.govt.nz/keeping-cities-moving) document, see below diagram, and the land-use intensification proposed under the ‘Nelson Tasman Future Development Strategy’ (www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy).

The vast majority of these improvements fit within the existing road space. For more information on the short-term package of improvements, please visit our website: www.nzta.govt.nz/nelson-future-access. If we get funding, we expect these short-term improvements to be made by 2028.

A Rocks Road walking and cycling facility, including a new seawall to address sea-level rise and the ageing of the existing wall, is included within the costs of each of the long-term packages but not in the short-term package cost. On its own it is estimated to cost \$50-\$60M.



Challenges			Benefits		
Access	Poor connections Limited travel choices	→	Mode Shift	Better transport networks Affordable options	→
Economy	Growing congestion Inefficient use of land and resources	→		Efficient resource use More productive business	→
Environment	Growing emissions Adverse ecological impacts	→		Reduced emissions Less impact on land and water	→
Health	Secondary lifestyles Adverse impacts from air quality and noise	→		More physical activity Less pollution and noise	→
Safety	Increasing Deaths and Serious Injuries Risks to vulnerable users	→		Fewer crashes Safer activity modes	→
					More vibrant and liveable cities

A diagram, from the ‘Keeping Cities Moving’ document, showing the transport benefits that mode shift can achieve for our cities.

The three Long-term packages

Together with the short-term package of improvements, we have developed three different transport packages to ensure the transport system supports the Nelson of 2048. These have been developed to help move more people through our main arterials or via an additional new route. Based on modelling, we predict these long-term packages will be needed between 2030 and 2035.

These are:

1. Priority Lanes - adding lanes to SH6/Rocks Road and Waimea/Rutherford (peak period clearways) for priority traffic
2. Widening of the Coastal State Highway Corridor (provides two lanes in each direction) for general traffic
3. Building a new Inland Route - with or without priority traffic

Each achieves the desired outcomes in different ways and have different impacts on the community, our heritage, our culture and natural systems.

We are looking for feedback from you on what you think the best ways are to meet future growth and uncertainties. When considering this we would like you to think about how the city is changing, the impact of climate change and how we might best meet the increasing number of trips - both long and short - that people need to take.

We have appointed a team of specialists with expertise in a broad range of areas including transport planning, environmental impacts, urban design, economic, heritage and culture. We asked this panel to look at the three long-term packages and provide us with an assessment of their impacts. To help you consider the long-term packages, we have provided you with a summary of their thinking under each package. Also provided here is a graph showing how the specialists scored each of the long-term packages against the project's desired outcomes.

Specialist Score on Project Desired Outcomes

Project Outcomes	Priority Lanes	Coastal Corridor Widening	Inland Route Package
Moving people and freight			
Nelson is more accessible			
Quality urban environments			
Feels safer and is safer			
Resilience			

- Significantly positive compared with status quo
- Moderately positive compared with status quo
- Slightly positive compared with status quo
- No benefit

Further outcomes identified by the team of specialists are discussed in the following pages as part of the description of each package.

Timing

Package option	When would we need to do this by?
Short-term package of improvements	Within the next 10 years
Priority Lanes	Within the next 15 years
Coastal Corridor Widening	Within the next 15 years
Inland Route Package	Within the next 15 years

Funding

Nothing is yet determined and funding will only be sought once a single draft proposal is decided. Funding would most likely come through a mix of local and central government funding.





Priority Lanes Package

Building on top of the short-term package, this long-term package aims to further improve public transport, walking and cycling trips with the goal of reducing the number of single-occupant vehicles using the two main arterial routes (SH6/Rocks Road and Waimea/Rutherford) between Annesbrook roundabout and the Haven Road / SH6 intersection.

This option would create priority lanes for buses and possibly vehicles with more than one passenger to provide for a less congested journey into and out of the Nelson city area.

There will be some localised widening and changes to the main arterials, including making parking only available during off peak.

This option also includes making Rocks Road more resilient to climate change and widening it to provide a 5m walking and cycling facility.

Different ways we could use these priority lanes

This package provides flexibility to use the priority lanes for different vehicles. For example, the Rocks Road priority lanes might allow freight whereas the Waimea/Rutherford priority lanes might only be allocated to buses and multiple occupant vehicles. Over time, as demand changes, the vehicle mix could also be modified.

The specialists told us that this package gives flexibility for the future as we could use these lanes for certain vehicles at certain times. It provides more opportunity than the other packages to improve public transport and its connection to walking and cycling facilities. There would also be environmental improvements if the priority lanes were used for buses and cars carrying passengers rather

than for general traffic. It also allows for good journey times. On the other hand, there would be some impact on some properties, where a metre or so of frontage might be needed and from a heritage point of view this option impacts on listed features such as the Rocks Road chain fence, seawall and some buildings. Also, if all lanes were ever to be used for general traffic, there would be environmental consequences and increased demand for parking in the city.

COST:
\$220-250M,
 excludes the short-term package

See the feedback questions to give us your views on this package



Coastal Corridor Widening Package

Building on top of the short-term package of improvements, this long-term package incorporates significant road widening to four lanes for general traffic on SH6 between Annesbrook and Haven Road roundabouts. The additional capacity provided is for general traffic to use on a 24/7 basis.

This option also includes making Rocks Road more resilient to climate change. A 5m walking and cycling facility would be separated from the traffic by landscaping and parking.

The specialists told us that this package provides extra traffic capacity to support regional growth by providing additional lanes along the existing state highway corridor. It would reduce the traffic pressure along Waimea Road and there would be more reliable journey times into the city.

On the other hand, it would be more difficult to cross Rocks Road and access the waterfront and key destinations along Tahunanui Drive. There would be negative impacts for people living along the route as it would make property access more difficult. There would also be more property frontage impacts than for the priority lanes package. From a heritage point of view this option has significant impacts, including impact on a number of listed features such as the Rocks Road chain fence, seawall and buildings. This package would create parking issues in the city and would make it more challenging to make Nelson more liveable and environmentally sustainable and able to reduce dependency on single-occupant vehicles.

See the feedback questions to give us your views on this package

COST:
\$500-540M,
excludes the short-term package



Inland Route Package

This long-term package looks at using the old railway alignment and St Vincent Street corridor (prior Nelson-Southern link corridor) to cater for the predicted long-term increase in transport demand. It builds on the short-term package of improvements and includes a new road which could be configured in a number of ways (e.g. it could be the State Highway taking all the traffic including freight or it could become a route for priority vehicles such as buses and vehicles with multiple occupants).

This package also includes improving the existing connection between St Vincent Street and the city centre. If the new route became a route for all traffic, the current SH6 between Annesbrook and Haven Road roundabouts would be re-designated a local arterial route. The new road would come with facilities such as pedestrian crossings, features to reduce noise such as smooth surfaces and noise

walls, and safe speed zones. The existing cycle facility would be maintained. If the long-term decision was for this route to become a state highway taking general traffic, there would also have to be consideration of additional safety measures such as creating a slow speed urban village section between the Victory Community Centre and Northesk Street or undergrounding a portion of St Vincent Street under the Toi Toi intersection.

The specialists told us that this package helps Nelson because it provides extra traffic capacity to support our growing region and that it is less susceptible to the impact of climate change than the coastal options. It also gives flexibility for the future as we could use the new route for just priority vehicles. Because the Inland Route would cater for long-term transport demand, it would be likely that the widening of Rocks Road to provide for a 5m space for walking and

cycling could occur earlier under this scenario. This would make Rocks Road more resilient to climate change but would also impact on the seawall and heritage chain fence. The specialists also told us that this package has to address negative impacts similar to those raised in response to the previous Nelson-Southern Links proposal, including air quality impacts that could be challenging to mitigate. If the decision was to allow all traffic to travel this route, it would also create parking issues in the city and make it more challenging to make Nelson more liveable and environmentally sustainable and able to reduce dependency on single-occupant vehicles.

COST:
\$190-220M
 excludes the short-term package

A cut and cover underpass at the Toi Toi and St Vincent Street intersection would add an extra \$30 to \$40M.



See the feedback questions to give us your views on this package

Previous investigations

Our team has looked at Nelson transport investigations over the past two decades.

The most recent of these is also the most informative. During mid-2015 work started on ways to better connect Nelson's town centre with the south. This phase of work was completed in June 2017 and it recommended:

- A range of interim measures that encouraged more travel choice and improved traffic flow on SH6 (Rocks Road) and Waimea Road. This included enhanced public transport; encouragement of walking and cycling; speed management; land-use controls; and parking restrictions.
- Development of a new arterial route.
- Further consideration of walking and cycling improvements to Rocks Road.

You will recognise many of these components in the packages that we are asking you to provide feedback on.

What's changed since 2017?

Waka Kotahi is now working in partnership with NCC to take a broader look at Nelson's transport system under current transport policy*. Together, we are also considering future growth, climate change and land-use intensification, as set out in the Nelson-Tasman Future Development Strategy. It's important to keep Nelson moving as it grows, reduce the CO₂ emissions and address the threat to infrastructure from sea-level rise. NCC has also been working on its priorities around infrastructure, environment, city centre vibrancy and how to make the most of our world class waterfront.

We also have better information about how climate change will affect our infrastructure. This means we can better estimate costs for facilities near the coast such as a Rocks Road walking and cycling facility. We can make better investment decisions about the Rocks Road Walking and Cycling facility once we know our long-term plan.

How to get involved

You can:

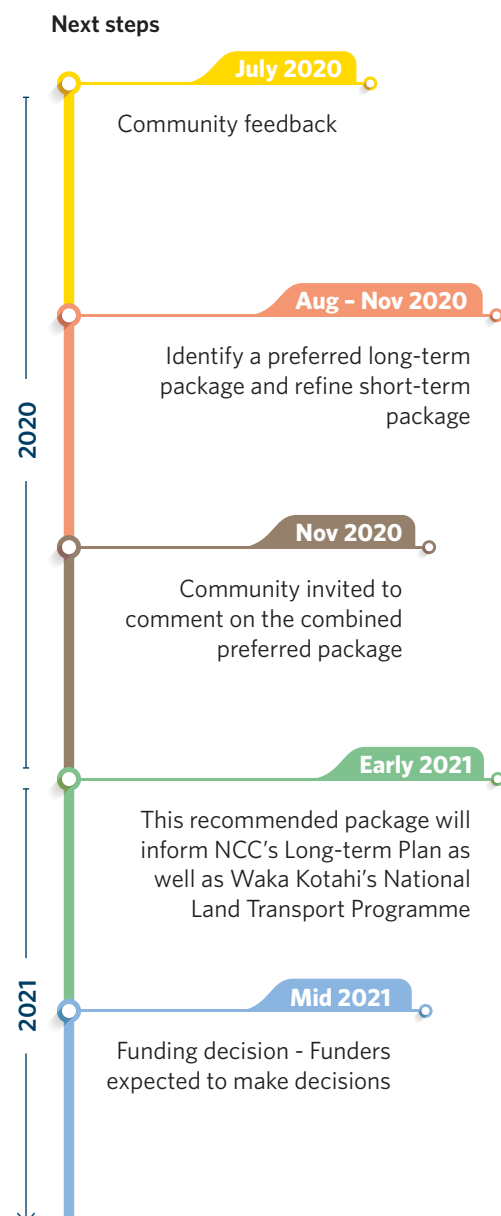
- Answer our feedback questions which begin on page 11.
- Give us feedback via our online form and map www.nzta.govt.nz/nelson-future-access
- Ring and speak to us or leave a message and we will phone you back.

Project team contact details:

Phone number: 03 984 8354

Email address: nelsonfutureaccess@nzta.govt.nz

PROJECT TIMELINE:



*You can read more about the Government Policy Statement on Land Transport on the Transport Agency's website: www.nzta.govt.nz/gps

NELSON FUTURE ACCESS PROJECT FEEDBACK FORM

Use this form to tell us what you think about the Nelson Future Access Project. We'd like feedback by 5pm, Friday 24 July. Submit the form to us via the council office or return to: Waka Kotahi - NZ Transport Agency, FREEPOST AUTHORITY: 258522, PO Box 594, Nelson 7040 or email nelsonfutureaccess@nzta.govt.nz

Ngā korero muna - Important privacy information: All personal information that you provide via this feedback form will be held and protected by the Waka Kotahi NZ Transport Agency in accordance with our privacy statement (available on our website) and with the Privacy Act 1993.

CONTACT DETAILS

Full Name

Email address

Where do you live?

Where do you work?

Are you giving feedback on behalf of a group or organisation?

- Yes - I am the official spokesperson
- No - these are my own personal views

If yes, name of group or organisation:

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Would you like to subscribe to receive updates on this project by email?

- Yes
- No

How do you travel to and from Nelson City Centre in the peak morning and evening hours?

- Private Vehicle
- Work/Trade Vehicle
- Bus
- Cycle
- On foot
- Other
- I avoid peak hour travel
- I don't need to travel to the city, during peak times

OPTIONAL

What gender do you identify as?

- Male
- Female
- Gender diverse

Which of the following best describes the age group you belong to?

- 14 years or under
- 15-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65-74 years
- 75 years or over

What ethnicity/ethnicities do you identify with?

- NZ European
- Māori
- Samoan
- Tongan
- Chinese
- Indian
- Other

Q1 Which long-term transport package is likely to be the most successful in enabling the vision for Nelson of 'Nelson is the Smart Little City. It is a vibrant place - where we are deeply connected with, and committed to, our natural, social and cultural environment. Clever business and innovation help us thrive. We enjoy living fulfilled lives in smart, sustainable communities'?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Q2 What package do you think will help you change the way you choose to travel?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Why do you think that?

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Q3 Which package best responds to sea-level rise?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Q4: Which package best responds to reducing carbon emissions?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Do you have any additional comments about your choices?

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THINKING ABOUT WALKING AND CYCLING...

Q5 Which long-term package is likely to be the most successful in getting more people to walk and cycle between Annesbrook and the city centre?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Why do you think that?

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Q6 Do you prefer cycle paths separated from road traffic or on-road cycle lanes?

- Separated cycle paths
- On-road cycle lanes

Q7 If you are a cyclist, what type of cyclist are you? Tick all that apply:

- I'm a confident cyclist
- I'm a nervous cyclist
- I only like riding on a protected or dedicated cycle-lane
- I commute by bike
- I ride my bike for recreation and fun
- I cycle with my family

Do you have any additional comments about walking or cycling?

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SOME QUESTIONS ABOUT PARKING...

Q8 What is more important to you, providing space to park or providing space for walking and cycling?

- Space for parking
- Space for walking and cycling

Do you have any additional comments about parking?

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NOW THINKING ABOUT THE PACKAGES...

Q9 If an extra lane was created, who should have priority? Please rank in order of preference

- All traffic
- Only buses and freight
- Buses, freight and cars carrying more people

Do you have any additional comments about extra lanes?

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Q10 Which long-term package is likely to be the most successful in getting more people to use public transport?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Q11 Rank the packages that you think are best in general at solving Nelson's transport issues from 1 being the best to 4 as your least favourite.

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package
- Short-term measures only

Do you have any additional comments about the long-term packages we've suggested?

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Q12 If you could create your own long-term package to support Nelson's future transport network, what options would you include?

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Q13 The packages can provide for a number of new crossing points across arterial and collector routes to make it easier for people walking and cycling. Do you support the installation of more crossing points, which could lead to longer journey times on the two main arterials?

- Yes (more crossing points)
- No (shorter journey times)

Many of you will have experienced working from home during the COVID-19 response or experienced other changes that affected your daily routine. Do you think that COVID-19 will have an enduring impact on your working or travel patterns?

- Yes
- No

In what way?

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What else do you think has changed, relating to transport?

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Thank you very much for providing your feedback.

We would welcome any other feedback you may have in relation to the short-term and long-term packages being investigated (including any other options or initiatives that would improve Nelson's transportation system).

Your feedback will be analysed and will be used to help us identify the best long-term package for Nelson and this will also help us refine the short-term package of improvements. We will then come back to seek your feedback on the recommended combined package before finalising it and seeking funding.

Keep up-to-date with the project on our website:

www.nzta.govt.nz/nelson-future-access

Fold Here 1

FreePost Authority 258522

Free 



Waka Kotahi NZ Transport Agency
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ATTENTION: RHYS PALMER

Fold Here 2

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