

MEASURES TO CALM TIPAHİ STREET BETWEEN MOTUEKA AND FRANKLYN WILL ALSO BE IMPLEMENTED

BROADS FIELDS
 PROPOSED SIGNALISED INTERSECTION
 SEE INSET PLAN FOR DETAILS



**PLAN - TIPAHİ ST. / MOTUEKA ST.
 PROPOSED SIGNALISED INTERSECTION
 FOR YEARS. 0-3**
 Scale 1:500 (A3) / 1:1000 (A1)

NOTES:

THE SECTION FROM MOTUEKA STREET TO THE RAILWAY RESERVE IS BEING UNDERTAKEN AS PART OF THE LIVING STREETS TRAIL PROJECT. THE CYCLING FACILITY THAT WILL BE IMPLEMENTED WILL BE DETERMINED AT THE END OF THAT TRAIL. MEASURES TO CALM TIPAHİ SOUTH OF MOTUEKA ST WILL ALSO BE UNDERTAKEN.

LEGEND - CONSULTATION

- C001 - CYCLING ROUTE WAIMEA / HAMPDEN
- PROPERTY BOUNDARY

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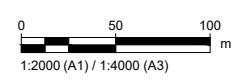
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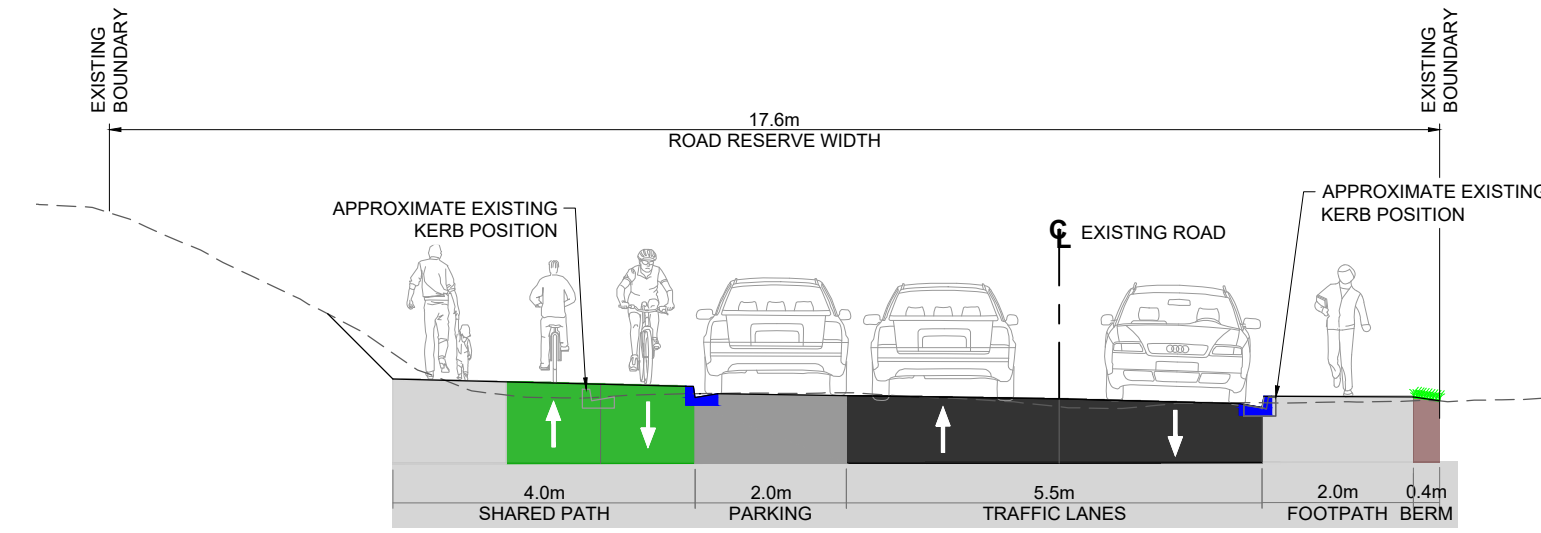
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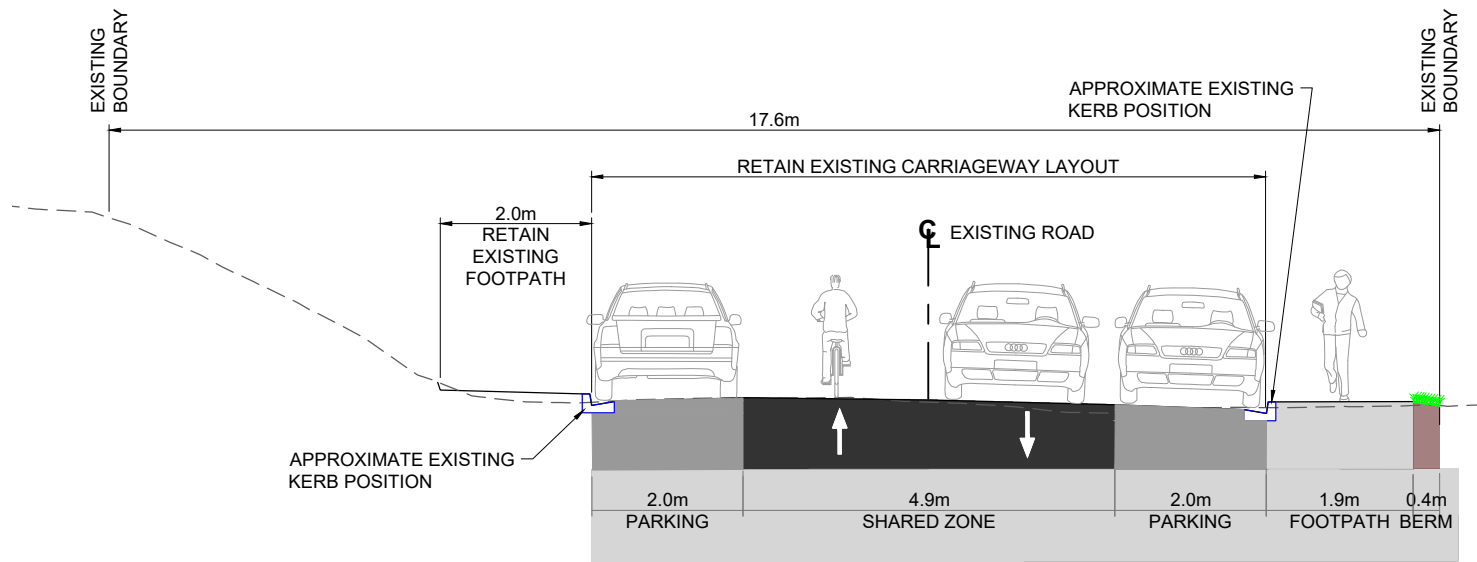
SHEET TITLE
 C001 - CYCLING ROUTE
 OVERALL LAYOUT PLAN
 OVERALL LAYOUT PLAN

SHEET NUMBER
 FIG-0230



**OPTION 1 - SHARED PATH ON ONE SIDE
 WITHIN EXISTING PROPERTY BOUNDARIES**

Scale 1:50 (A1) / 1:100 (A3)



**OPTION 2 - SHARED ZONE WITH PARKING ON BOTH SIDES
 WITH EXISTING CARRIAGEWAY RETAINED**

Scale 1:50 (A1) / 1:100 (A3)

NOTE:
 4.0m CARRIAGEWAY WIDTH IS
 SUB-STANDARD AS AN ACCESS ROUTE

**1 HAMPDEN STREET (KAWAI - WAIMEA)
 ROAD HIERARCHY: ACCESS**

FIG-0230

Scale 1:25 (A1) / 1:50 (A3)

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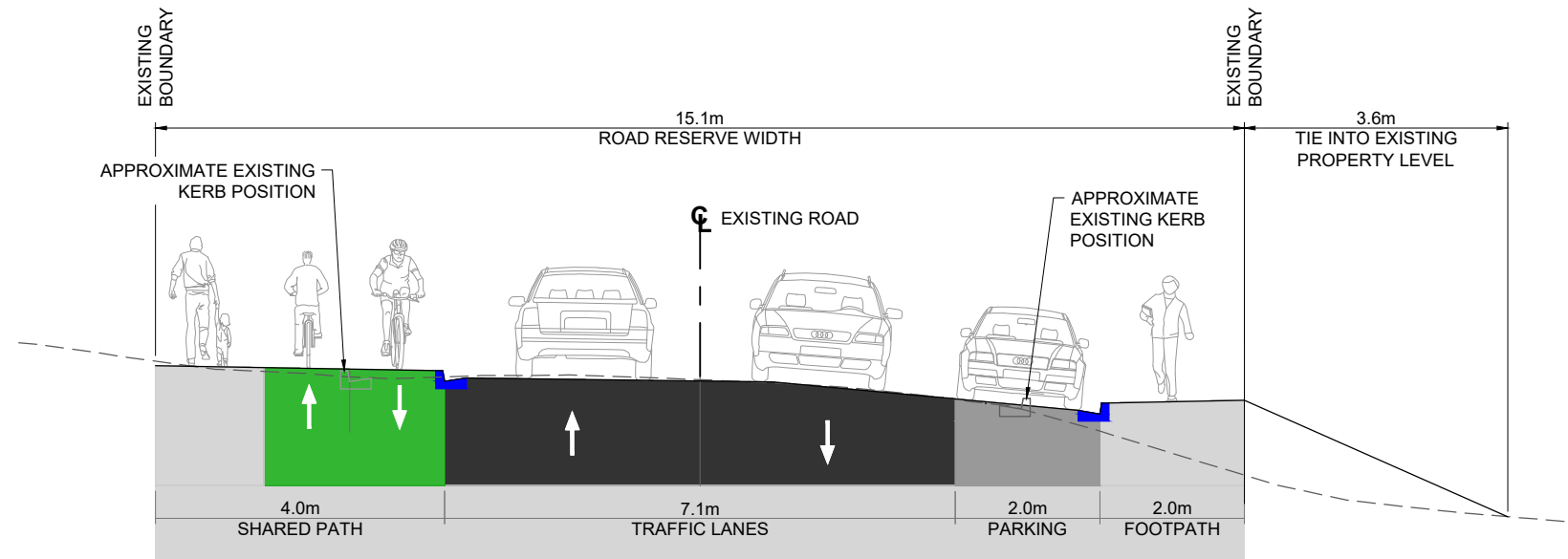
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C001 - CYLING ROUTE
 TYPICAL SECTIONS
 SHEET 1

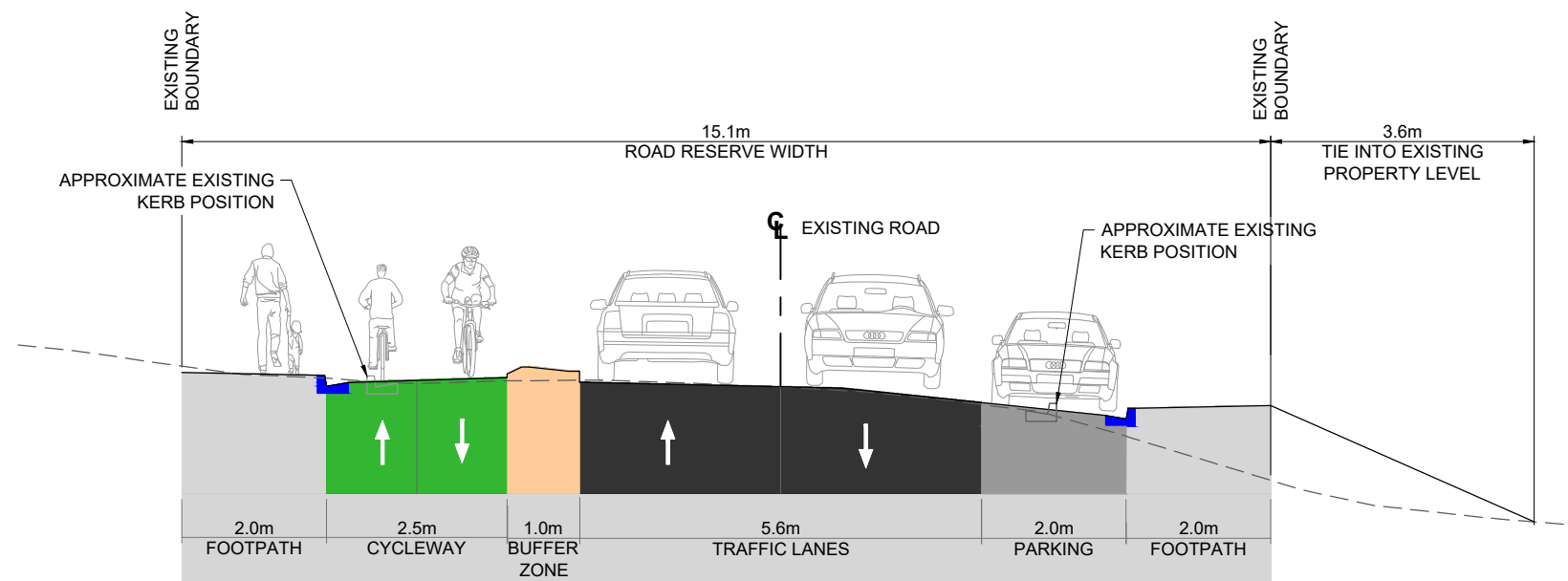
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FIG-0231



OPTION 1 - SHARED PATH ON ONE SIDE

Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - WITH SEPARATED CYCLEWAY

Scale 1:50 (A1) / 1:100 (A3)

**2 KAWAI STREET (HAMPDEN - FRANKLYN)
ROAD HIERARCHY: ACCESS**

FIG-0230

Scale 1:25 (A1) / 1:50 (A3)

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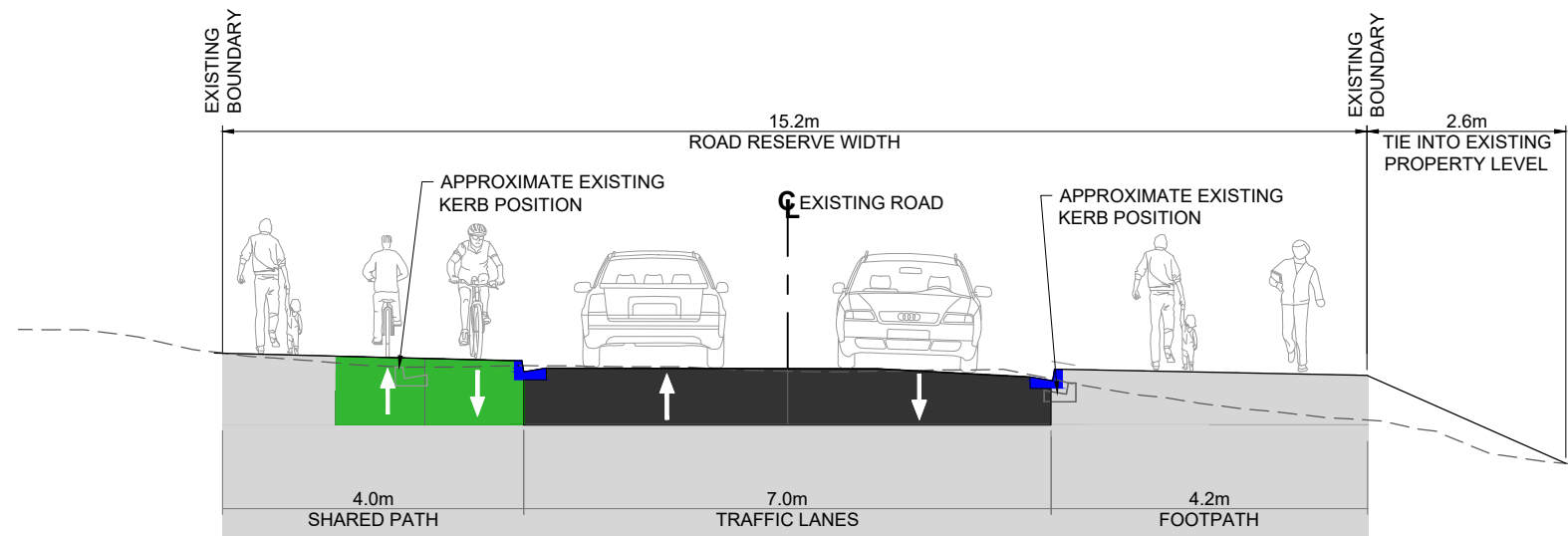
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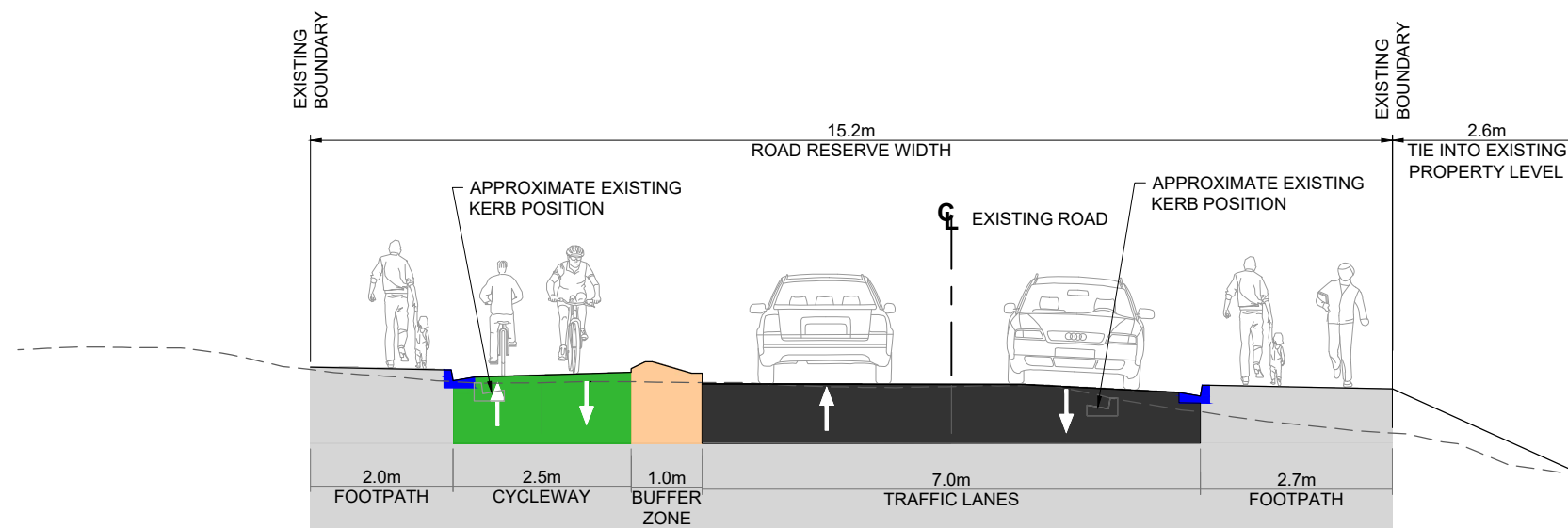
C001 - CYLING ROUTE
TYPICAL SECTIONS
SHEET 2

SHEET NUMBER

FIG-0232



**OPTION 1 - SHARED PATH ON ONE SIDE
 WITHIN EXISTING PROPERTY BOUNDARIES**
 Scale 1:50 (A1) / 1:100 (A3)



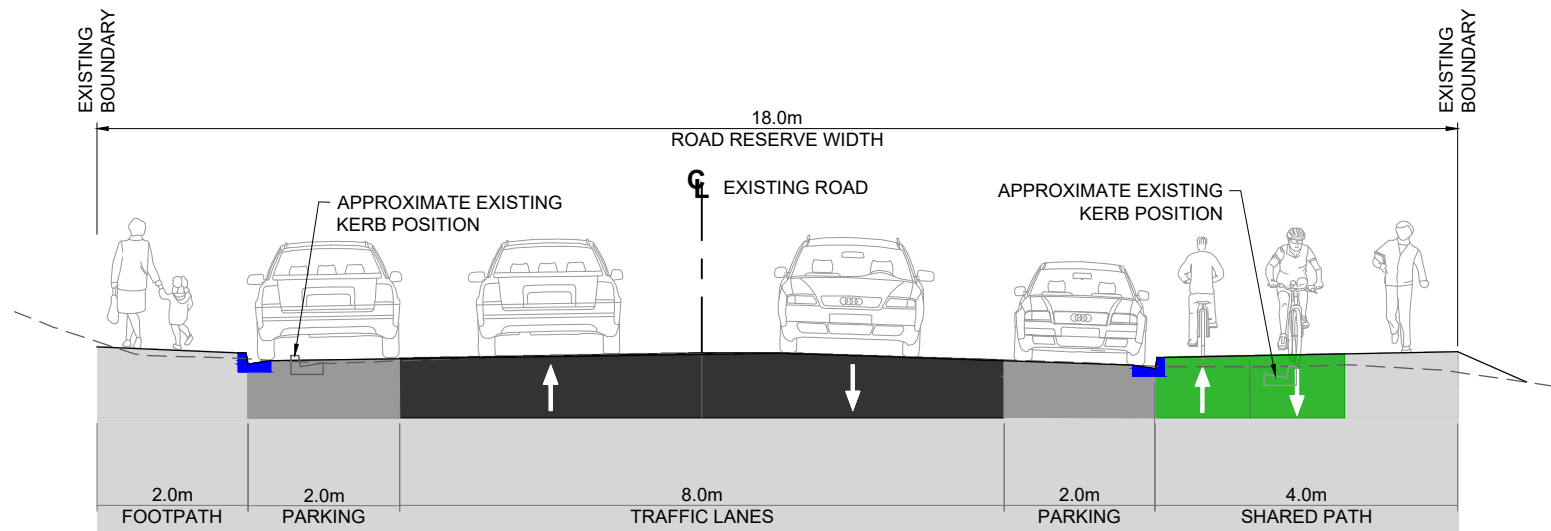
OPTION 2 - SEPARATED B-DIRECTIONAL CYCLEWAY
 Scale 1:50 (A1) / 1:100 (A3)

3 FRANKLYN STREET (KAWAI - TIPAH) ROAD HIERARCHY: ARTERIAL
 FIG-0230 Scale 1:25 (A1) / 1:50 (A3)

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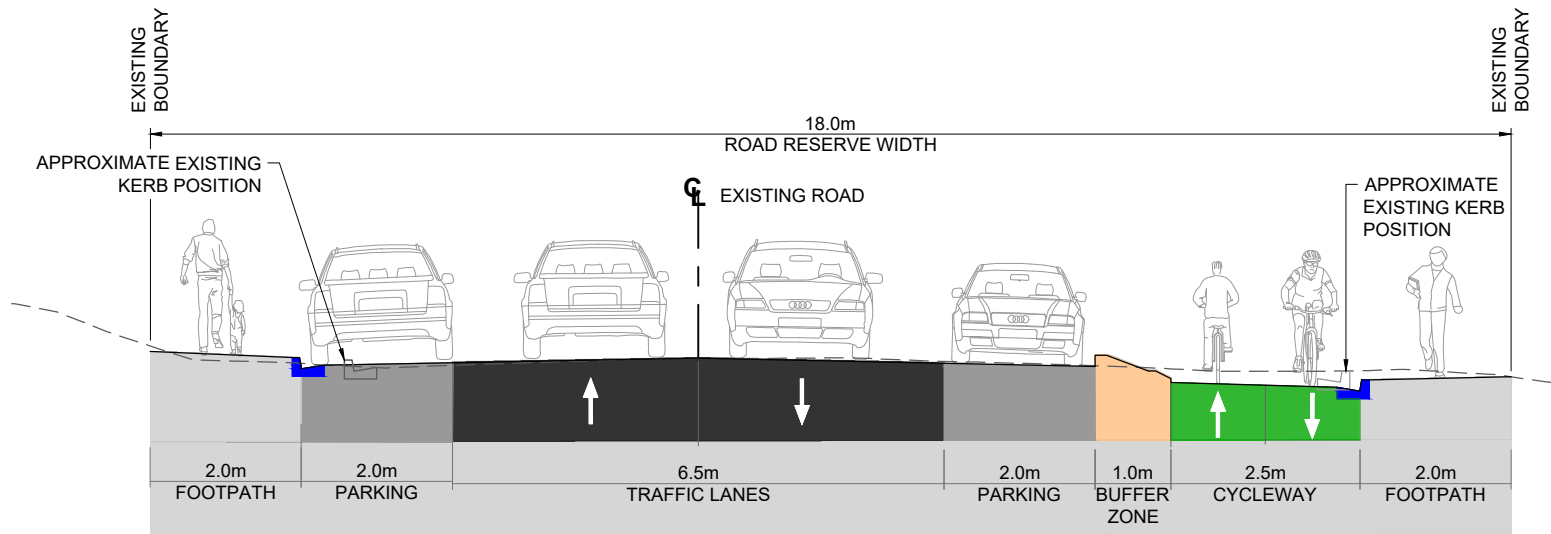
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OPTION 1 - SHARED PATH ON ONE SIDE

NOTE: SHARED PATH CAN BE ON OTHER SIDE OF CARRIAGEWAY
 Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - WITH SEPARATED CYCLEWAY

Scale 1:50 (A1) / 1:100 (A3)

4 TIPAHİ STREET (FRANKLYN - MOTUEKA)
ROAD HIERARCHY: PRIMARY COLLECTOR
 FIG-0230 Scale 1:25 (A1) / 1:50 (A3)

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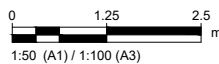


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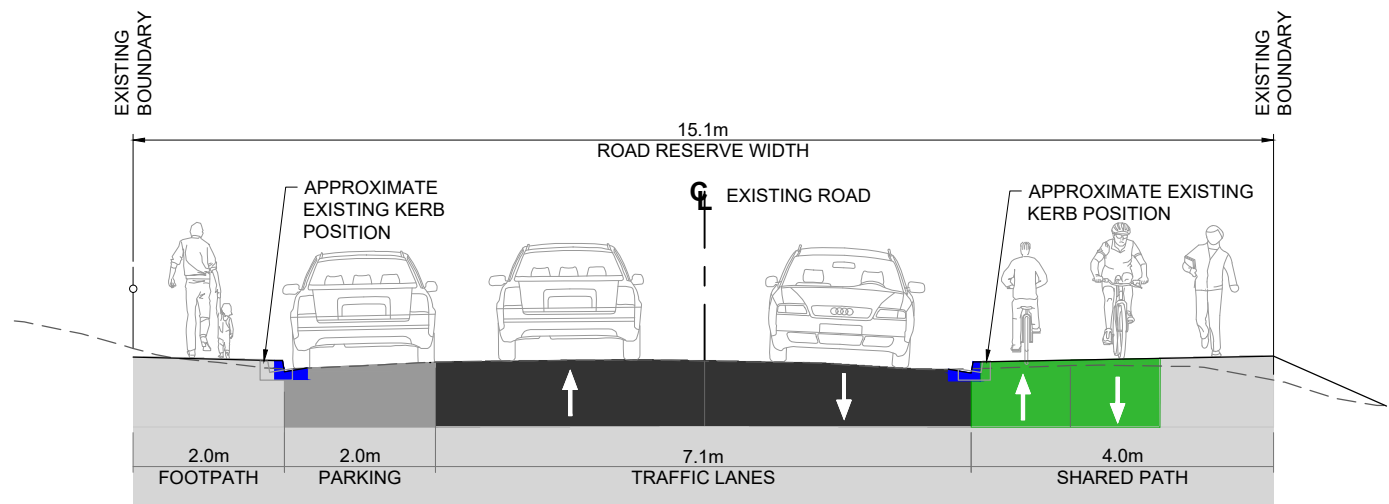
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C001 - CYLING ROUTE
 TYPICAL SECTIONS
 SHEET 4

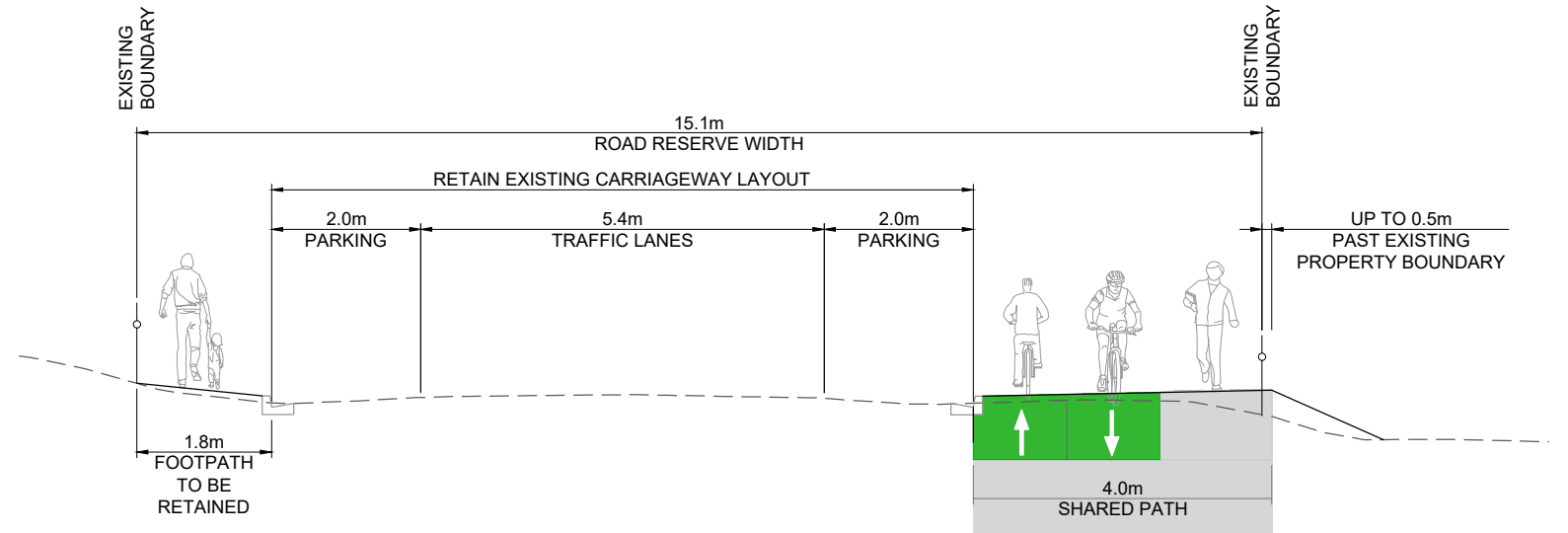
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FIG-0234



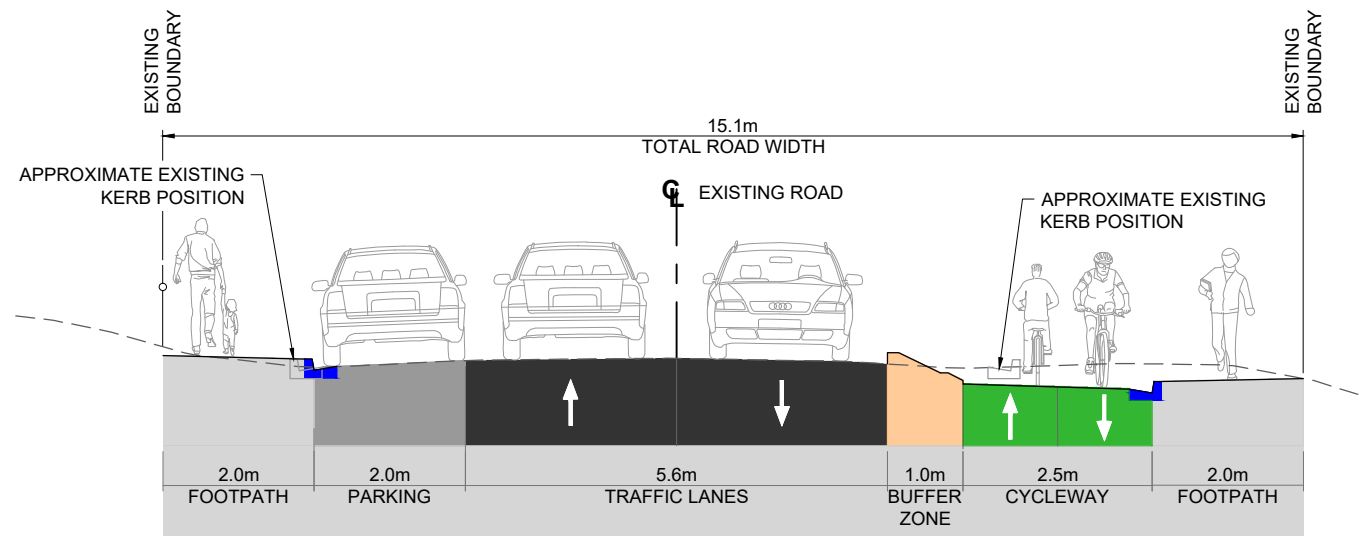
OPTION 1 - SHARED PATH ON ONE SIDE WITHIN EXISTING PROPERTY BOUNDARIES

Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - SHARED PATH ON ONE SIDE WITH EXISTING CARRIAGEWAY RETAINED

Scale 1:50 (A1) / 1:100 (A3)



OPTION 3 - SEPARATED BI-DIRECTIONAL CYCLEWAY

Scale 1:50 (A1) / 1:100 (A3)

5 TIPAHİ STREET (MOTUEKA - TUTUKA) ROAD HIERARCHY: SECONDARY COLLECTOR

FIG-0230

Scale 1:25 (A1) / 1:50 (A3)

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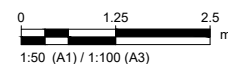


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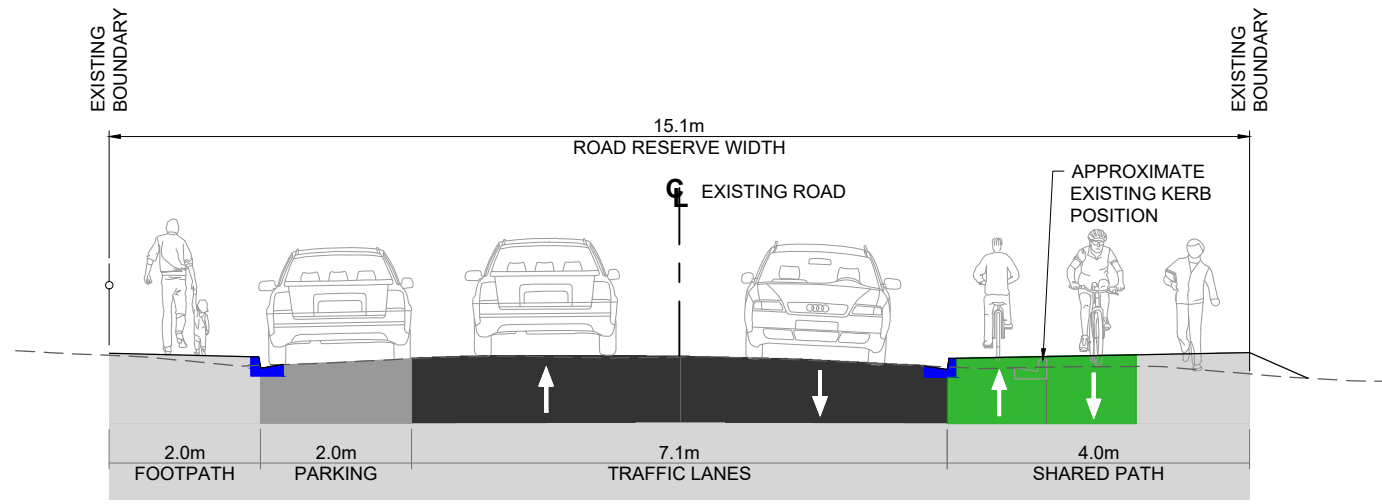
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C001 - CYLING ROUTE
TYPICAL SECTIONS
SHEET 5

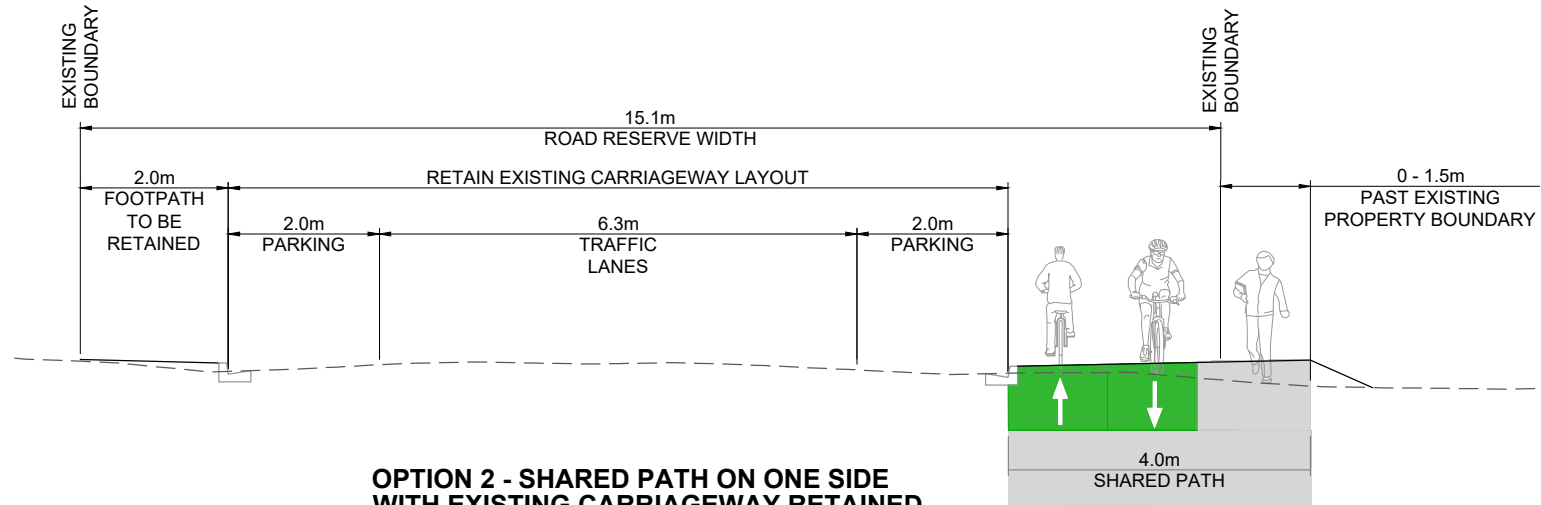
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FIG-0235



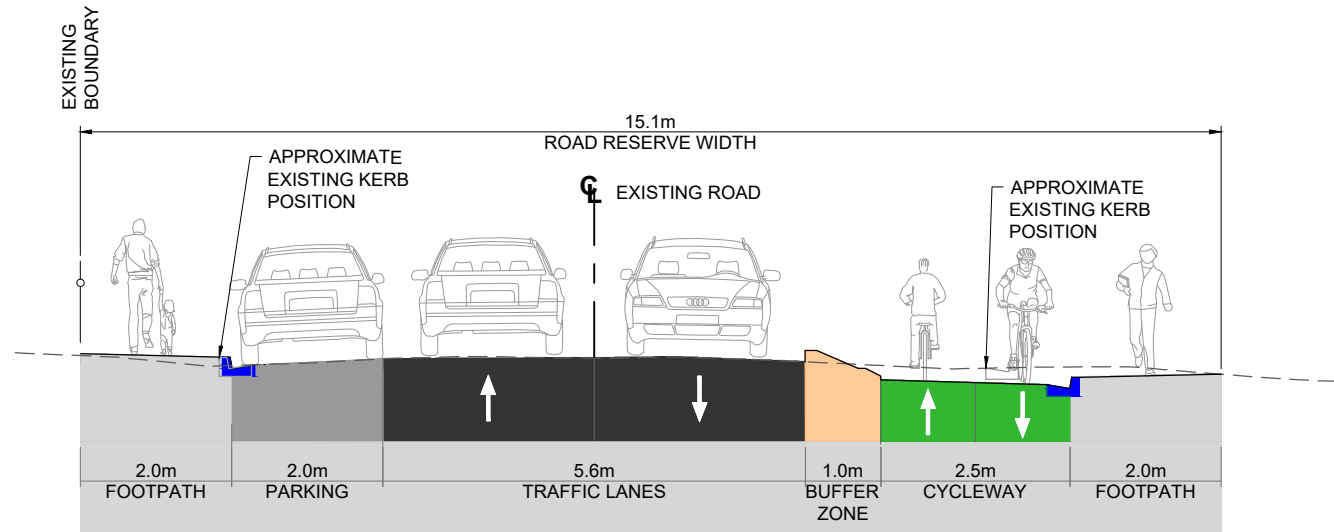
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Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - SHARED PATH ON ONE SIDE WITH EXISTING CARRIAGEWAY RETAINED

Scale 1:50 (A1) / 1:100 (A3)



OPTION 3 - SEPARATED B-DIRECTIONAL CYCLEWAY

Scale 1:25 (A1) / 1:50 (A3)

**6 TIPAHİ STREET (TUTUKA - RAILWAY RESERVE)
ROAD HIERARCHY: SECONDARY COLLECTOR**

FIG-0230

Scale 1:25 (A1) / 1:50 (A3)

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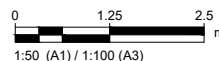


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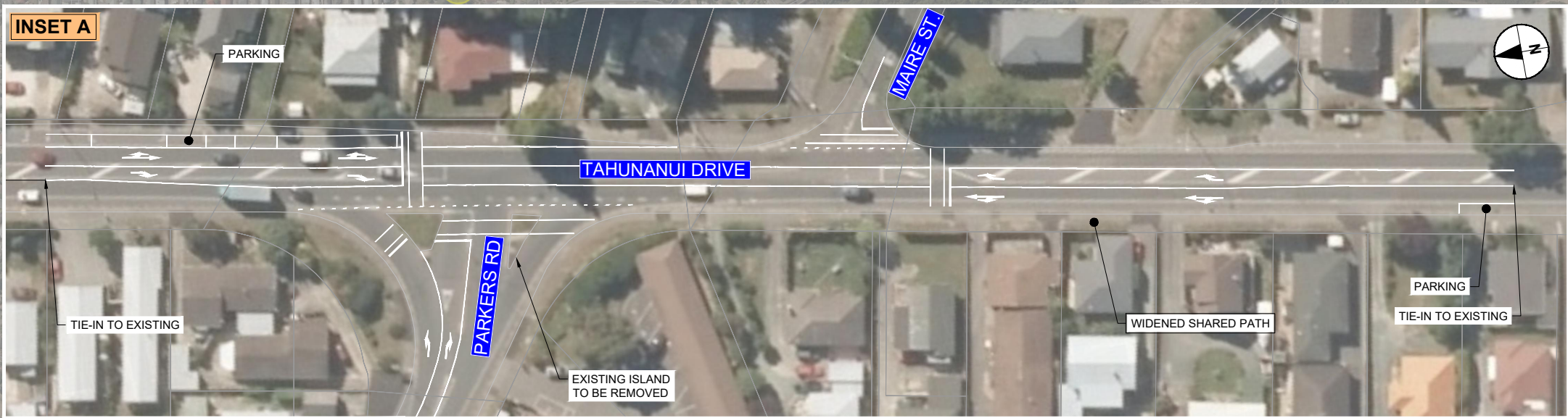
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C001 - CYLING ROUTE
TYPICAL SECTIONS
SHEET 6

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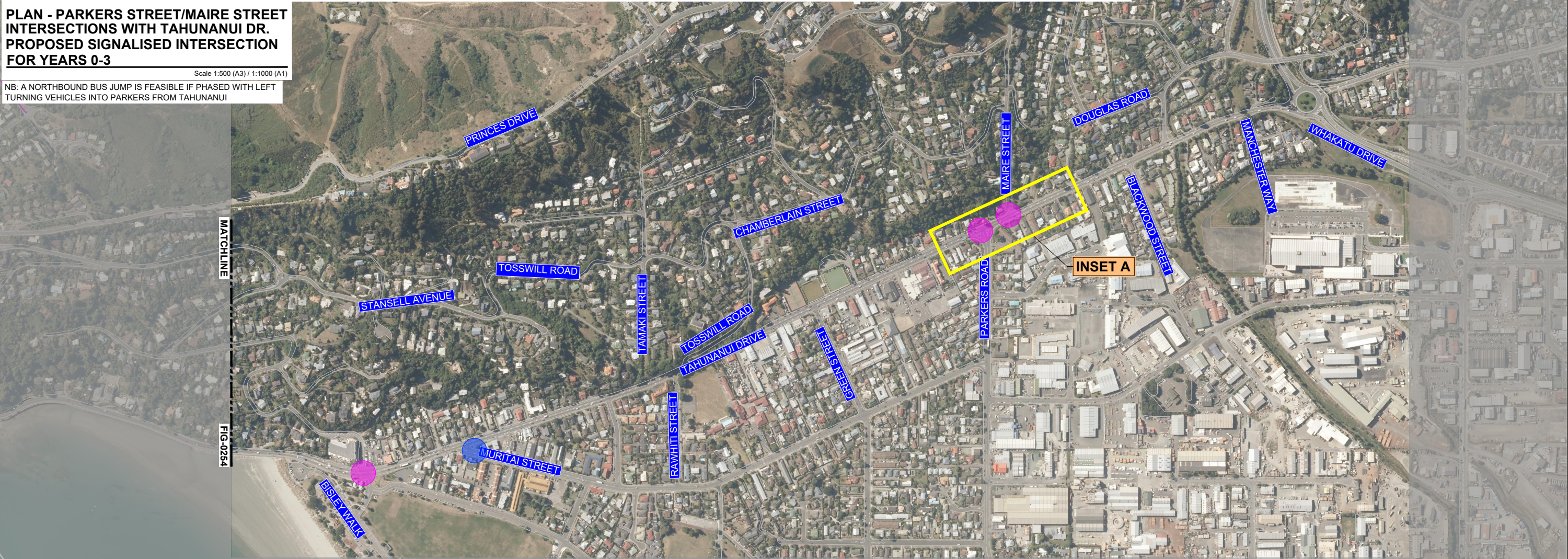
FIG-0236



PLAN - PARKERS STREET/MAIRE STREET INTERSECTIONS WITH TAHUNANUI DR. PROPOSED SIGNALISED INTERSECTION FOR YEARS 0-3

Scale 1:500 (A3) / 1:1000 (A1)

NB: A NORTHBOUND BUS JUMP IS FEASIBLE IF PHASED WITH LEFT TURNING VEHICLES INTO PARKERS FROM TAHUNANUI



ROADING HIERARCHY LEGEND

- PROPOSED NEW OR UPGRADED SIGNALISED INTERSECTION
- PROPOSED UNCONTROLLED CROSSING

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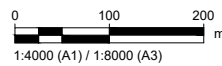
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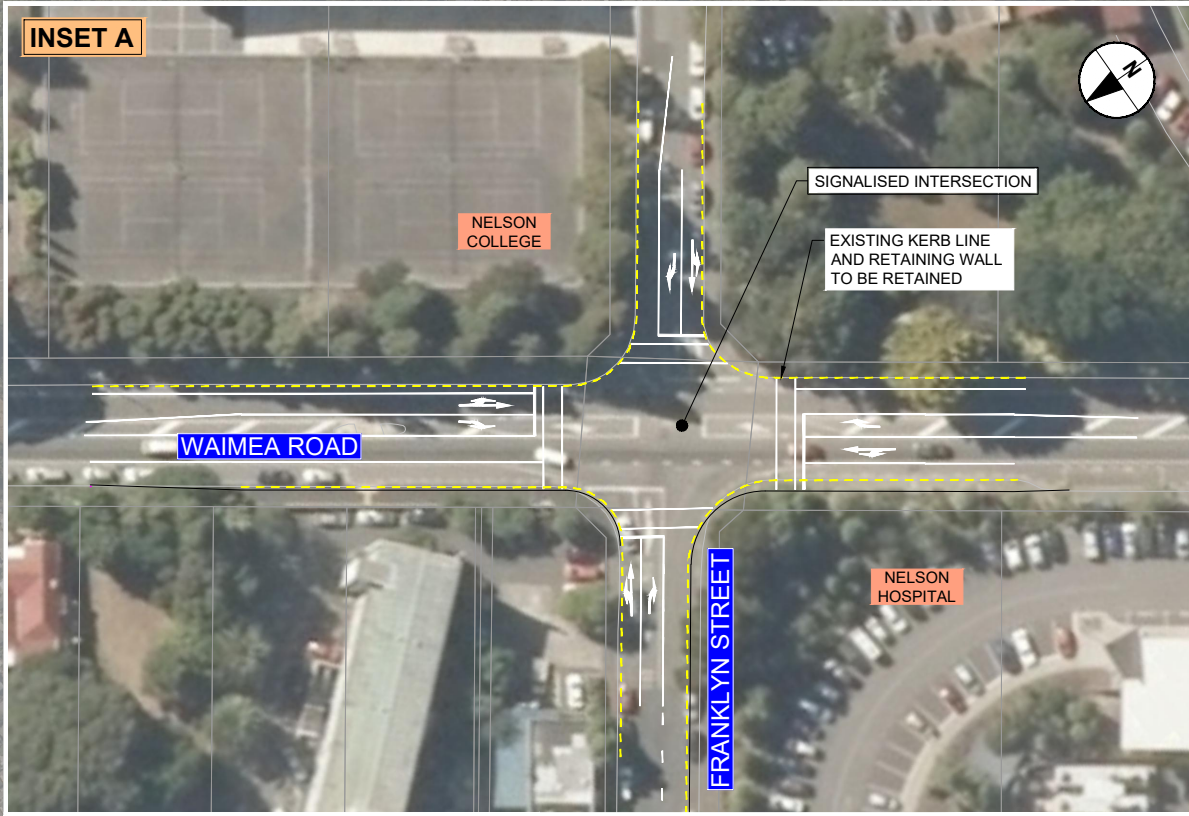
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NELSON FUTURE ACCESS RECOMMENDED PROPOSAL FOR SHORT TERM - SHEET 4

SHEET NUMBER

FIG-0254




PROPOSED SIGNALISED INTERSECTION FOR YEARS 0-3

Scale 1:500 (A3) / 1:1000 (A1)

NB: A NORTHBOUND BUS JUMP IS FEASIBLE IF PHASED WITH LEFT TURNING VEHICLES INTO FRANKLYN FROM WAIMEA



ROADING HIERARCHY LEGEND

 PROPOSED NEW OR UPGRADED SIGNALISED INTERSECTION

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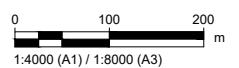


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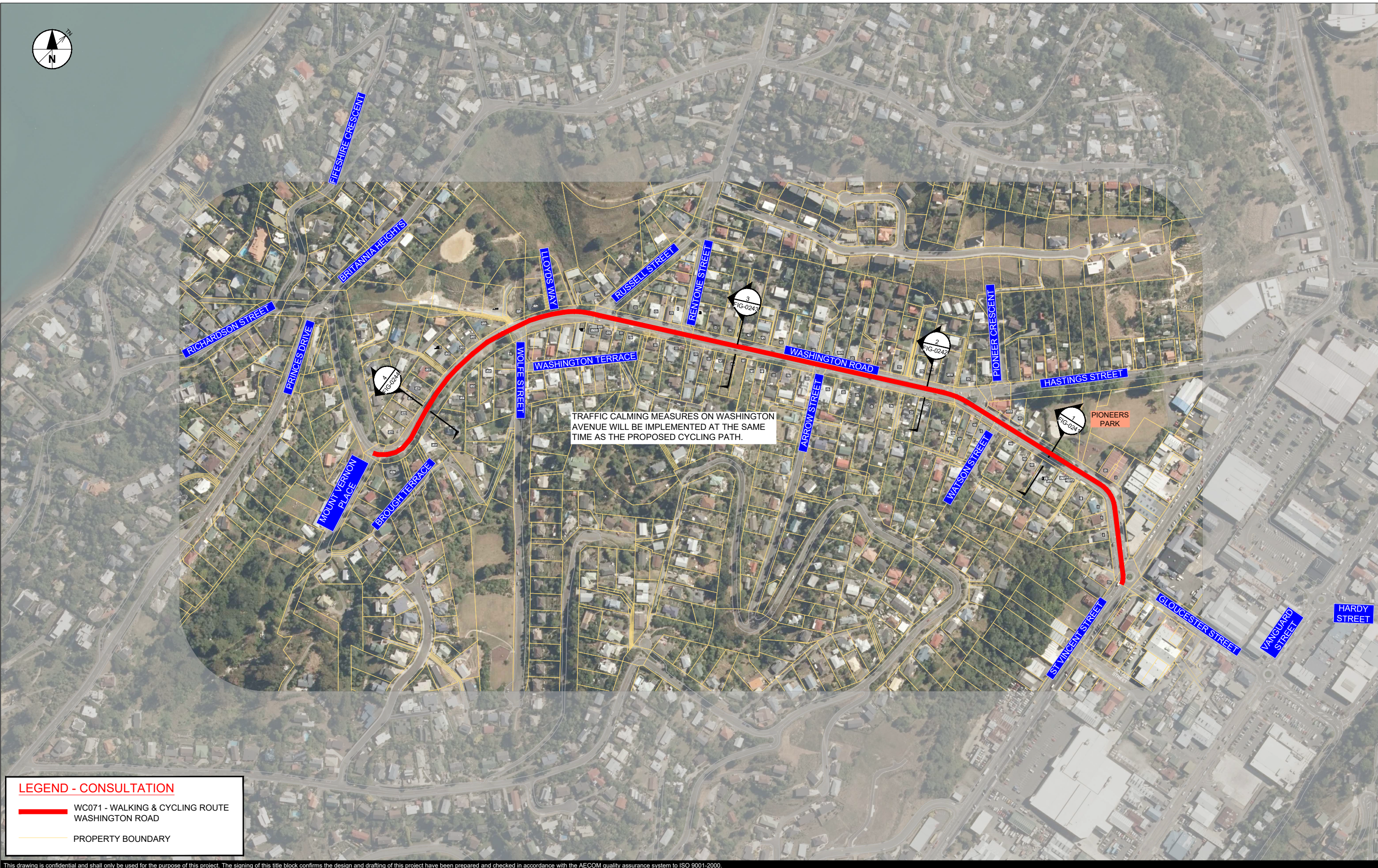
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SHEET TITLE
NELSON FUTURE ACCESS RECOMMENDED PROPOSAL FOR SHORT TERM - SHEET 1

SHEET NUMBER
FIG-0251



LEGEND - CONSULTATION

- WC071 - WALKING & CYCLING ROUTE
- WASHINGTON ROAD
- PROPERTY BOUNDARY

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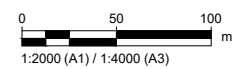


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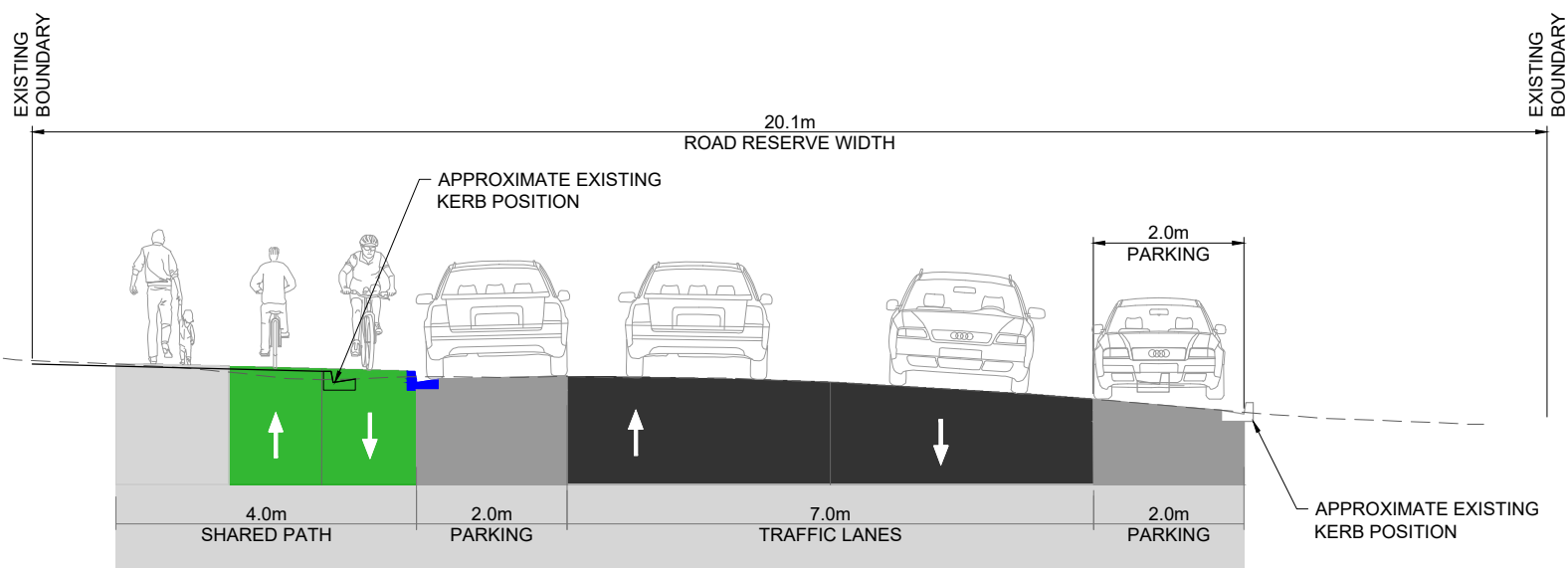
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SHEET TITLE
WC071 WASHINGTON ROAD
OVERALL LAYOUT PLAN

SHEET NUMBER
FIG-0240

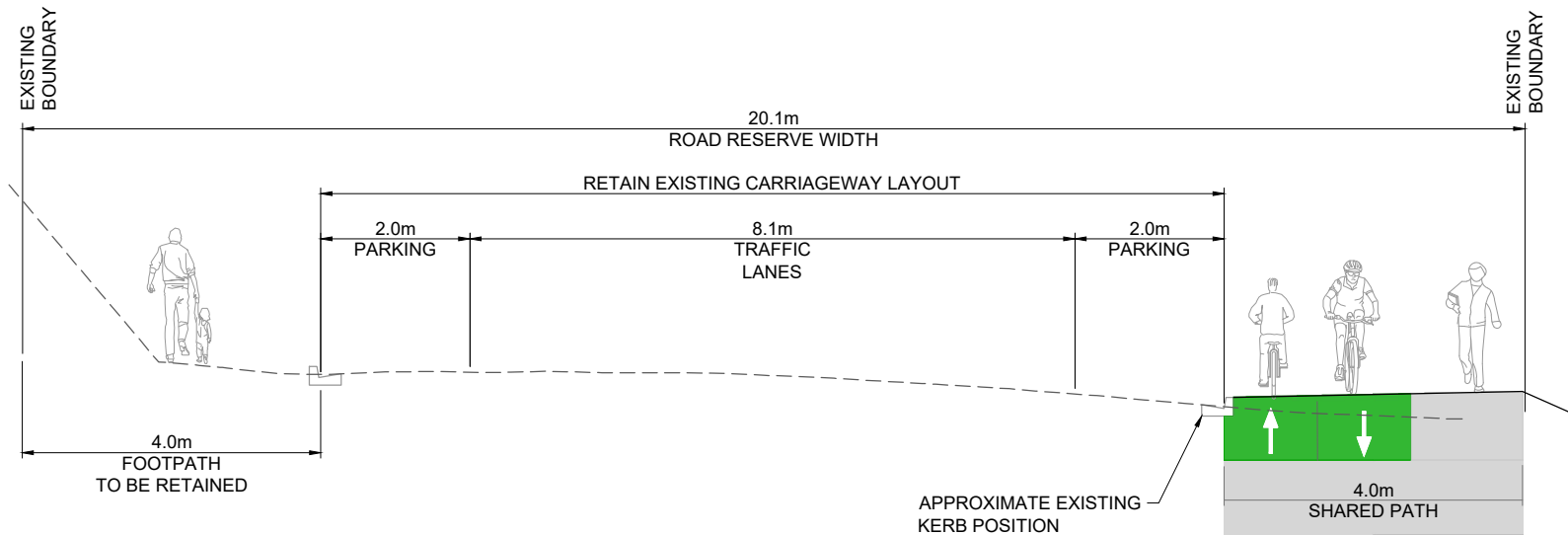


OPTION 1 - SHARED PATH ON ONE SIDE WITHIN EXISTING PROPERTY BOUNDARIES

Scale 1:50 (A1) / 1:100 (A3)

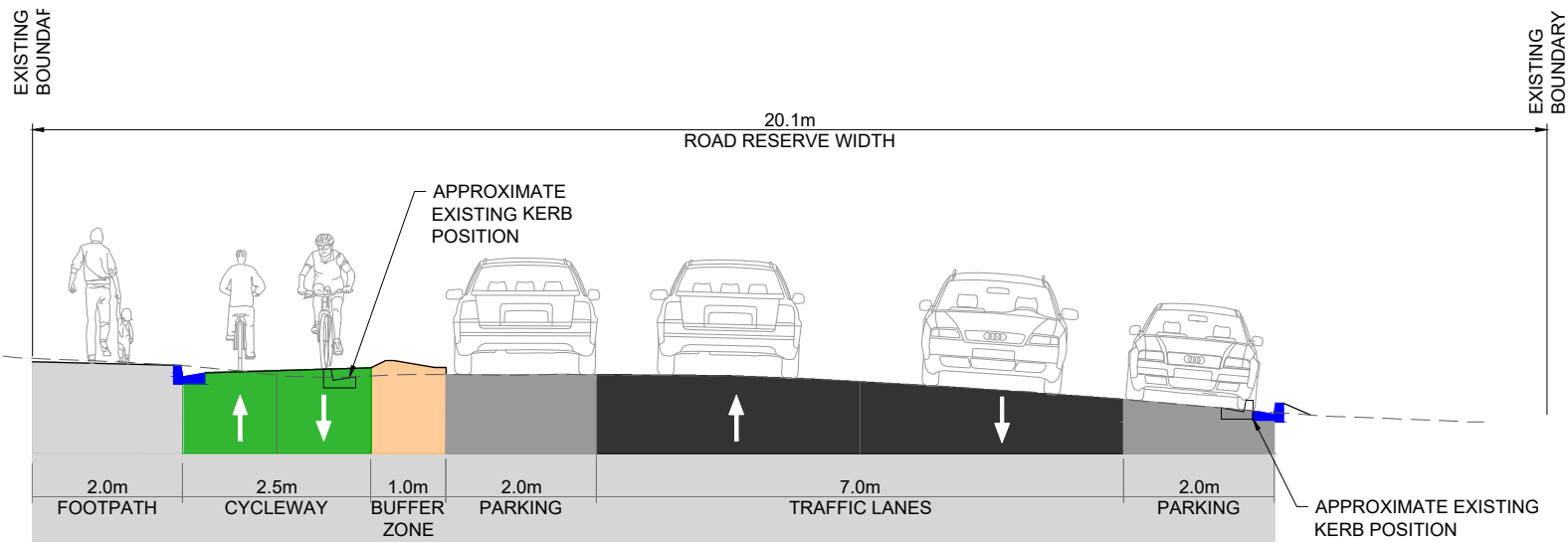
NOTES

PARKING MAY BE RESTRICTED IN SOME LOCATIONS DUE TO VISIBILITY RESTRICTIONS FROM PARKED CARS AT DRIVEWAYS.



OPTION 2 - SHARED PATH ON ONE SIDE WITH EXISTING CARRIAGEWAY RETAINED

Scale 1:50 (A1) / 1:100 (A3)



OPTION 3 - SEPARATED BI-DIRECTIONAL CYCLEWAY

Scale 1:50 (A1) / 1:100 (A3)

SECTION CH 180.0
1 ROAD HIERARCHY: ARTERIAL
FIG-0240

Scale 1:50 (A1) / 1:100 (A3)

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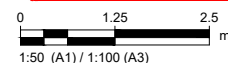


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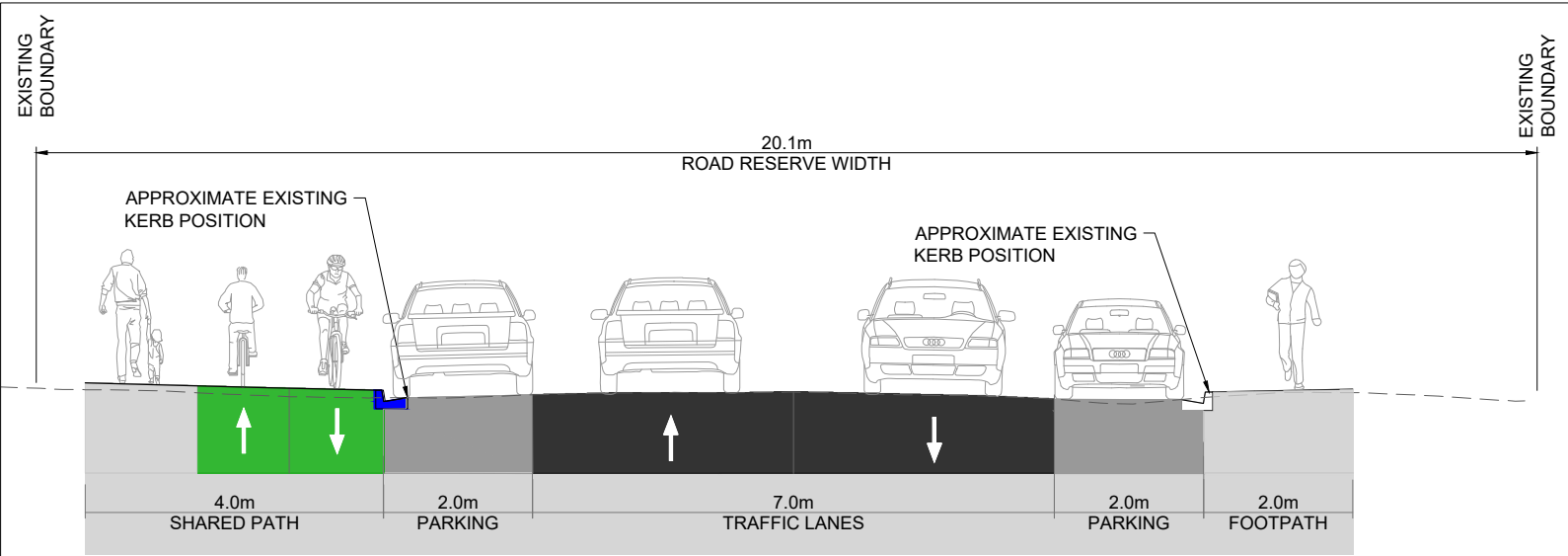
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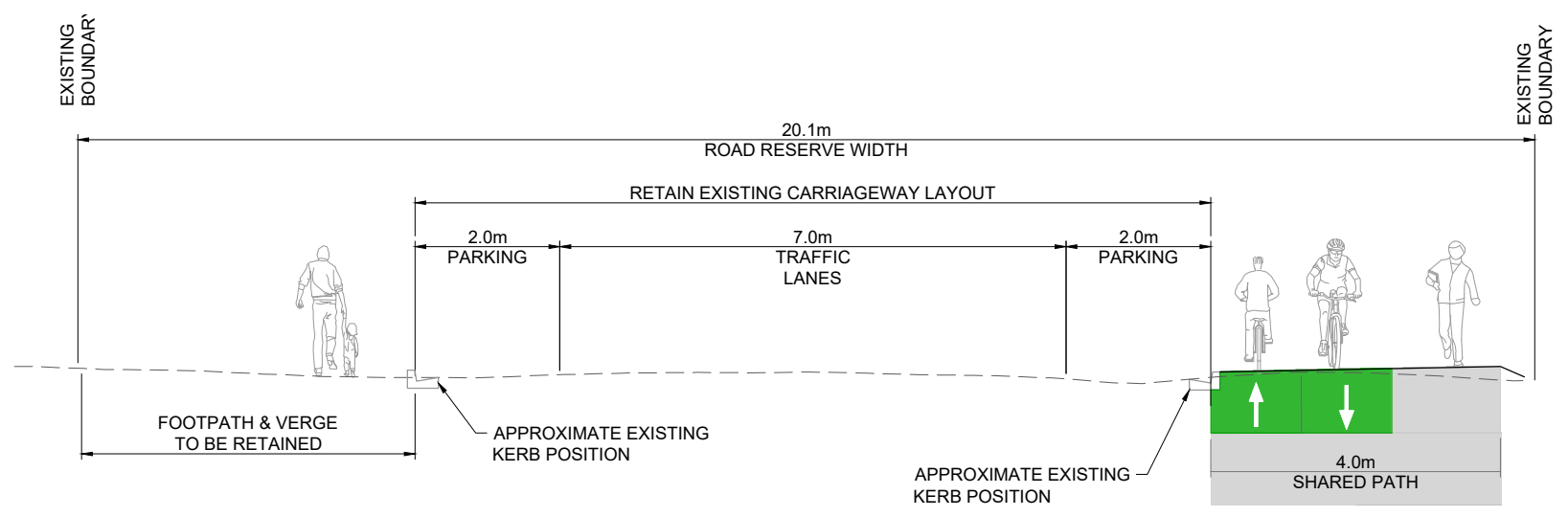
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WC071-WALKING & CYCLING ROUTE
TYPICAL SECTIONS
SHEET 1
SHEET 1
SHEET NUMBER

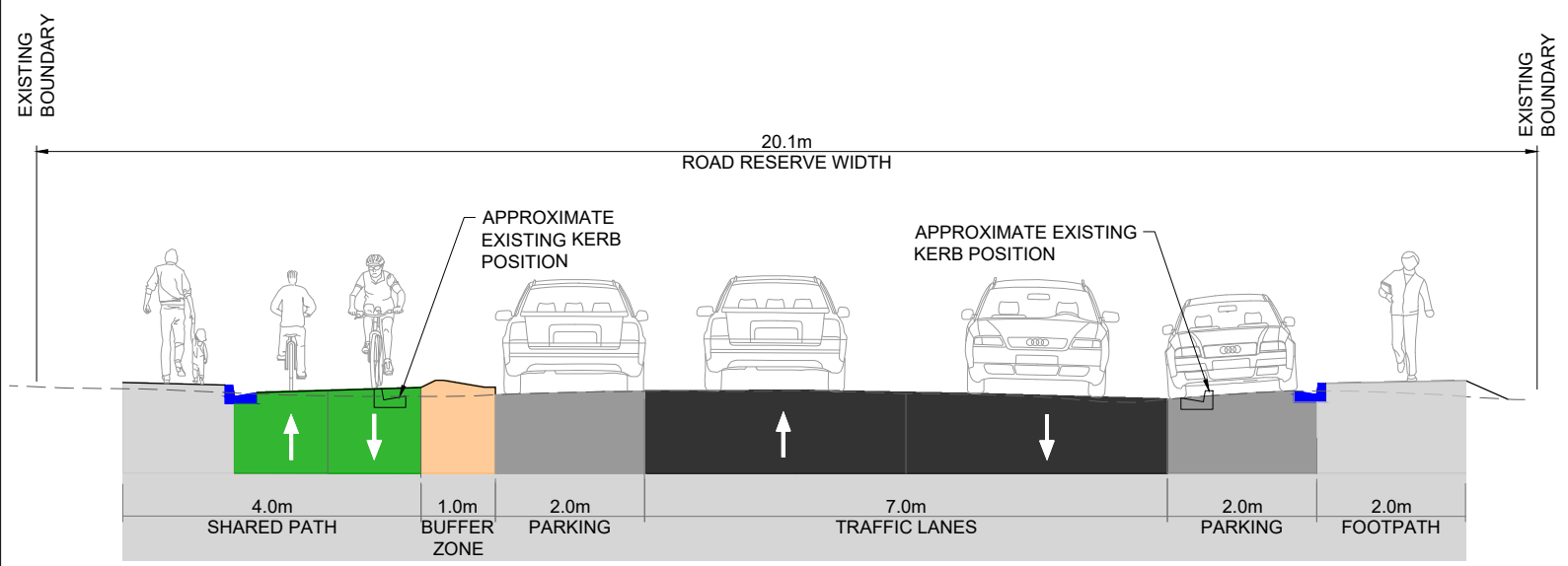
FIG-0241



OPTION 1 - SHARED PATH ON ONE SIDE WITHIN EXISTING PROPERTY BOUNDARIES
Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - SHARED PATH ON ONE SIDE WITH EXISTING CARRIAGEWAY RETAINED
Scale 1:50 (A1) / 1:100 (A3)



OPTION 3 - SEPARATED BI-DIRECTIONAL CYCLEWAY
Scale 1:50 (A1) / 1:100 (A3)

NOTES:

PARKING MAY BE RESTRICTED IN SOME LOCATIONS DUE TO VISIBILITY RESTRICTIONS FROM PARKED CARS AT DRIVEWAYS

SECTION CH 340.0
2 ROAD HIERARCHY: ARTERIAL
FIG-0240 Scale 1:50 (A1) / 1:100 (A3)

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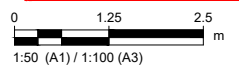
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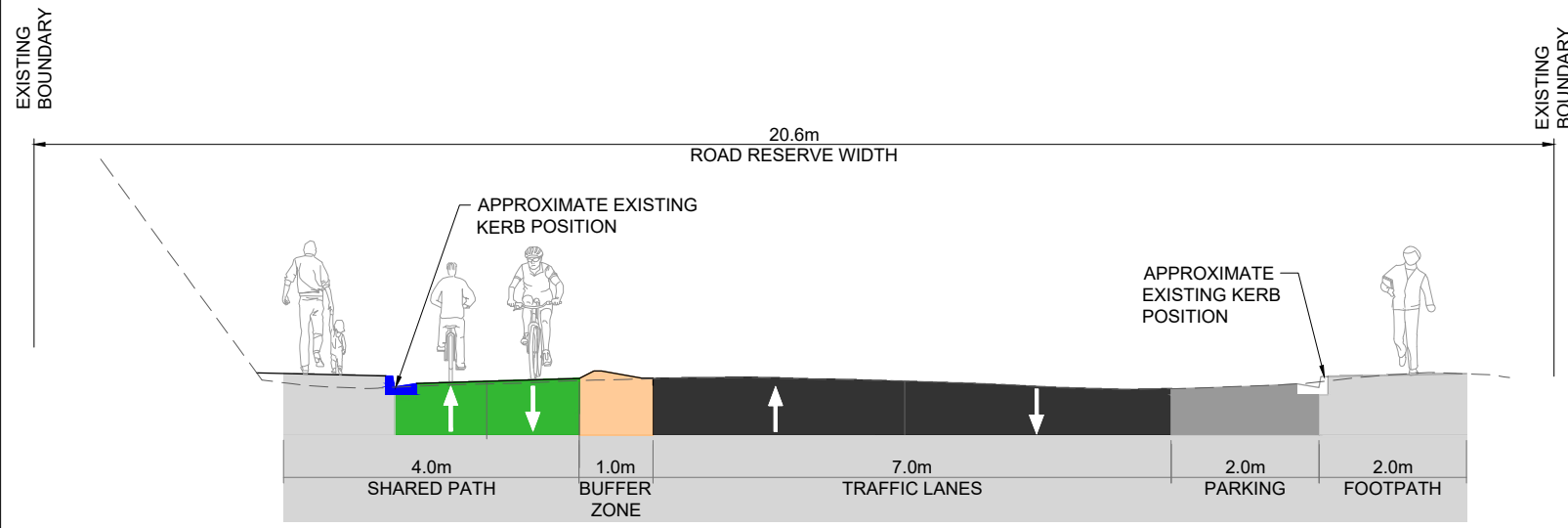
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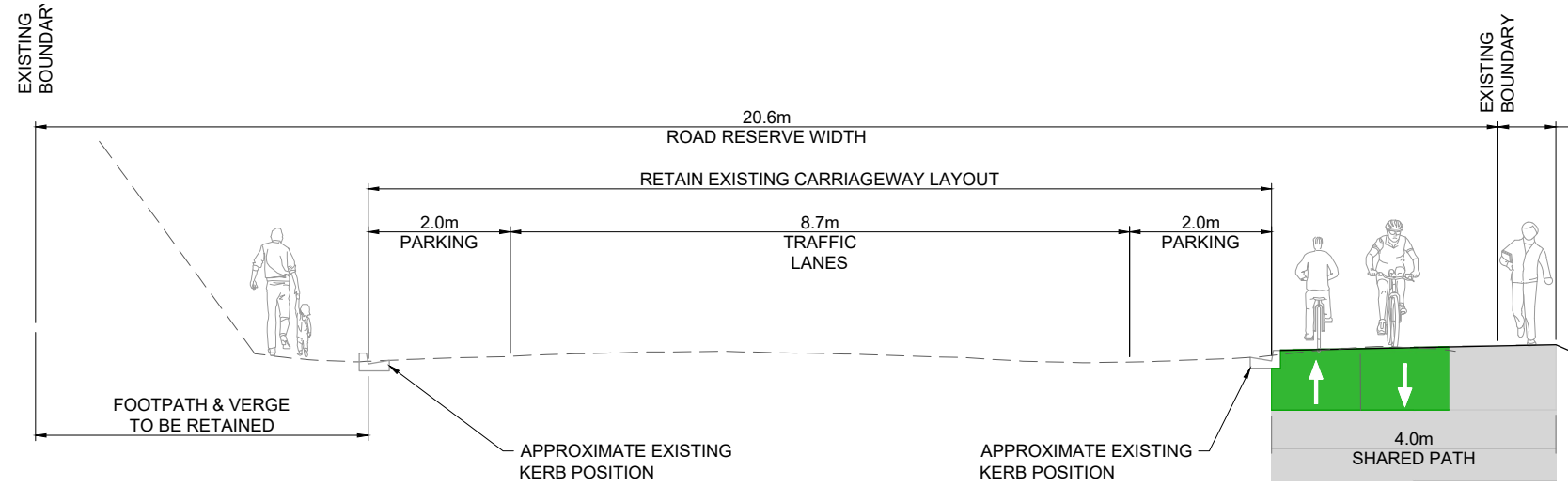
ISSUE/REVISION		
A	19.03.2021	FOR INFORMATION
I/R	DATE	DESCRIPTION

PROJECT NUMBER
60603231
SHEET TITLE
WC071 WASHINGTON ROAD
WALKING & CYCLING ROUTE
TYPICAL SECTIONS - SHEET 2
SHEET NUMBER
FIG-0242



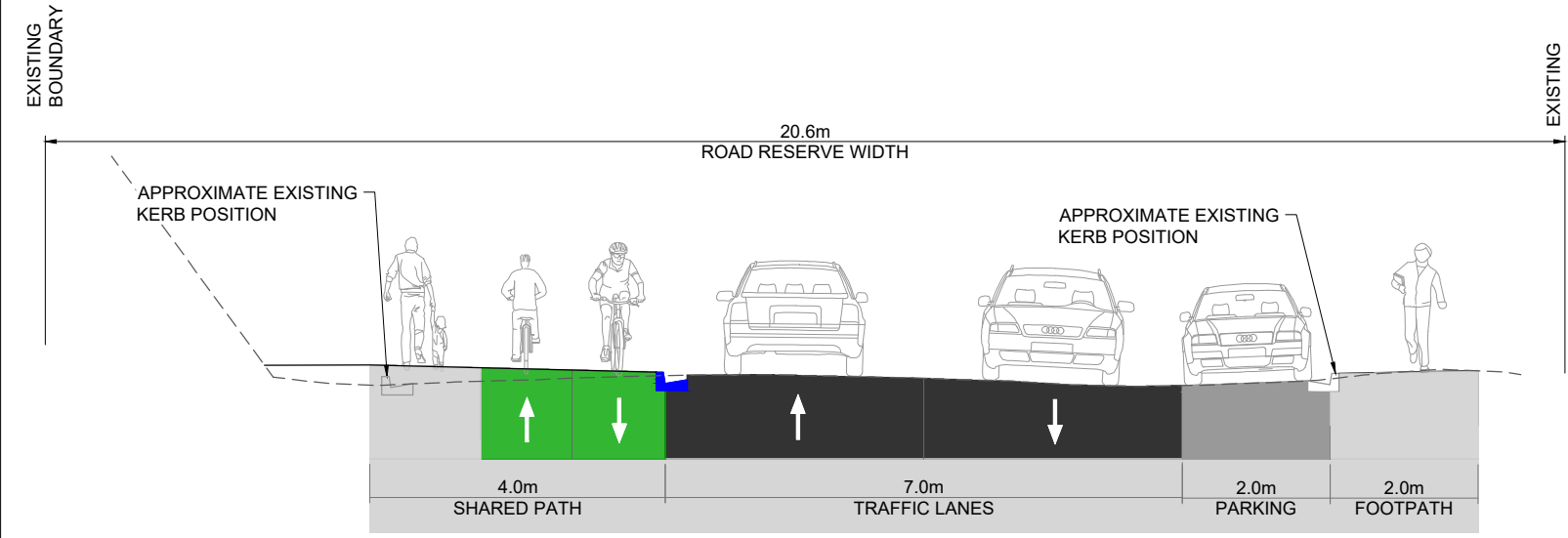
OPTION 1 - SHARED PATH ON ONE SIDE WITHIN EXISTING PROPERTY BOUNDARIES

Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - SHARED PATH ON ONE SIDE WITH EXISTING CARRIAGEWAY RETAINED

Scale 1:50 (A1) / 1:100 (A3)



OPTION 3 - SEPARATED B-DIRECTIONAL CYCLEWAY

Scale 1:50 (A1) / 1:100 (A3)

NOTES

PARKING MAY BE RESTRICTED IN SOME LOCATIONS DUE TO VISIBILITY RESTRICTIONS FROM PARKED CARS AT DRIVEWAYS.

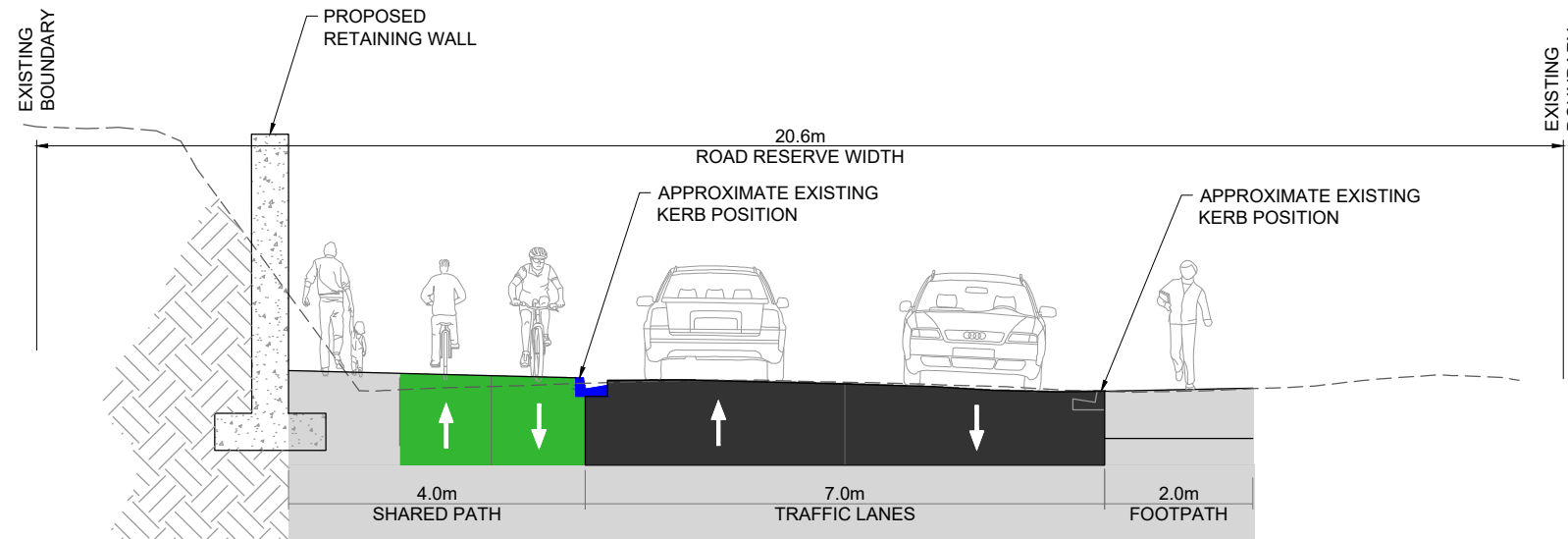
3 SECTION CH 650.0 ROAD HIERARCHY: ARTERIAL
 FIG-0240 Scale 1:50 (A1) / 1:100 (A3)

PROJECT MANAGEMENT INITIALS		
DESIGNER	CHECKED	APPROVED
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ISSUE/REVISION	
A	19.03.2021 FOR INFORMATION
I/R	DATE DESCRIPTION

NOTES

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4 SECTION CH 750.0
ROAD HIERARCHY: ARTERIAL
 FIG-0240 Scale 1:50 (A1) / 1:100 (A3)

Last saved by: HOLMESJ(2021-08-24) _Last Plotter: 2021-08-24
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This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the AECOM quality assurance system to ISO 9001-2000.

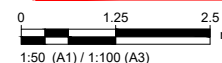


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PROJECT
**NELSON FUTURE
 ACCESS STUDY
 DETAILED
 BUSINESS CASE**



FOR INFORMATION ONLY



PROJECT MANAGEMENT INITIALS		
GD	-	-
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION		
C	24.08.2021	FOR INFORMATION
B	20.04.2021	FOR INFORMATION
A	19.03.2021	FOR INFORMATION
I/R	DATE	DESCRIPTION

PROJECT NUMBER
 60603231
 SHEET TITLE
 WC071 WASHINGTON ROAD
 WALKING & CYCLING ROUTE
 TYPICAL SECTIONS - SHEET 4
 SHEET NUMBER
 FIG-0244

ID Code	Definition
RS XXX	Resurfacing
WC XXX	Walking & Cycling
W XXX	Walking
C XXX	Cycling
MISC XXX	Miscellaneous
RR XXX	Rat Running

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Interventions Highlighted in Green require DBC level of detail for public engagement
yellow highlights are changes since last version

ID	Project Type	Project Location	Intervention Types	NFAP Project Outturn Cost (lower bound)	NFAP Project Outturn Cost (upper bound)	Owner	Time periods (yrs) 0-3, 3-10, priority, rocks road, 10-20, 20-30	Comments
C001	Cycling Route	Cycling Connection from Waimea/Hampden to Railway Reserve via Broads Fields	3.5m shared path - Widen existing footpath on south side of Hampden up to Kawai St to create shared path, utilise verge on west side of Kawai to Franklyn as a shared path, reduce lane widths on Franklyn and transfer to footpath on south side of Franklyn as a separated cycle path and separated footpath if room provides for this or 3.5m shared path if not; remove parking on east side of Tipahi and install separated cycle path and separate footpath to AustRoad standards. Install shared path from Tipahi to Railway Reserve. Install traffic signalised intersection at Motueak/Tipahi.	10,900,000	13,300,000	Nelson City Council	0-3	Costs updated after engagement and Peer review. Recommended shared/separated sections now part of intervention type
RR001	Rat Running Interventions	Washington Road Based on safety concerns	speed humps, chicanes, one-way traffic signal channelisation narrower lanes and side friction with planting. Gateway to valley outside playground using humps and buildouts etc	incl in C071	incl in C071	Nelson City Council	0-3	Combined with Washington Road Walking and Cycling facility. Implement together with Water Project
RR009	Rat Running Interventions	Tipahi Street based on mode shift	chicanes, double cul-de sac with walking and cycling provided	1,300,000	1,900,000	Nelson City Council	0-3	Speed humps included in C001. Remaining costs for double cul-de-sac
W006	Walking Route	Kawai St Walking Route Between Franklyn and Hampden	Part of C001			Nelson City Council	0-3	part of C001. Costs transferred to C001
WC033	Intersection	Waimea Road and Franklyn Street Signalised Intersection	Install new traffic signal intersection	1,600,000	1,900,000	Nelson City Council	0-3	Costs separated out to be individual project
WC038a	Intersection	Motueka Street & Tipahi Street Intersection	signalised intersection			Nelson City Council	0-3	Part of C001. Costs incorporated into C001
WC048	Railway Reserve Access-Way	Tipahi St Railway Reserve Accessway	widen existing route and upgrade surface and lighting			Nelson City Council	0-3	Part of C001
WC054	Desired Arterial Crossing Point	Tahunanui/Muritai St Crossing	kerb build outs and/or central refuges; zebra crossing	342,000	422,000	Waka Kotahi	0-3	
WC060	Intersection	Tahunanui/Parkers Signalised Intersection	R2Z safety access intervention - signalised intersection	3,400,000	4,200,000	Waka Kotahi	0-3	Costs now include widening of existing shared path on SH6 to a separated cycle facility within confines of project area and reconstruction of half c/way width and resurfacing of entire area
WC061a	Desired Arterial Crossing Point	Tahunanui/Maire Intersection Crossing	signalised intersection			Waka Kotahi	0-3	
WC071	Walking and Cycling Route	Washington Rd Walking and Cycling Route	St Vincent Street to Wolfe Street create separated cycling facility on south side of Washington to Austroads standards and 2m footpath. Beyond Wolfe cretae shared path 3.5m wide on south side up to Mt Vernon Place. Install raised crossing point to access footpath on north side of Washington and act as traffic calming measure.	9,400,000	11,300,000	Nelson City Council	0-3	Costs now include extension of facility to Mt Vernon Place and changes to St Vincent/Washington intersection to incorporate separated cycle path. Recommended shared/separated sections now part of intervention type. Rat run interventions included in cost
WC081	Desired Arterial Crossing Point	Maori Road / Haven Road intersection	Crossing across throat of intersection - cost range between raised and non-raised	150,000	250,000	Nelson City Council	0-3	Added after public engagement
WC082	Desired Arterial Crossing Point	SH6 between Muritai and Rui	kerb build outs and/or central refuges; zebra crossing	350,000	450,000	Waka Kotahi	0-3	Added after public engagement
WC083	Desired Arterial Crossing Point	SH6/Gracefield Intersection	kerb build outs and/or central refuges; zebra crossing	350,000	450,000	Waka Kotahi	0-3	Added after public engagement
MISC28	Intersection	SH6 Tahunanui Drive Bisley Ave signals	Reinstate southbound second lane	272,000	338,000	Waka Kotahi	0-3	Car parking (whether lease or purchase of land) not costed. Estimated cost range to NCC of between \$200,000 to \$1,200,000

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ID	Project Type	Project Location	Intervention Types	Owner	Agreed Outcome of Discussions with WK from Meeting on 18 and 22 Dec 2020	Discussions with WG from Meeting on 28 Jan 2021	Time periods (yrs) 0-3, 3-10, priority, rocks road, 10-20, 20-30	Comments
MISC22	fare reduction, frequencies, changed routes, extending operating time		install bus jump at signals in conjunction with bus only lane at existing signalised intersections	Nelson City Council	Use the benefits and opex identified in the RPTP - assume same fare recovery rate. Opex beyond 10 yrs is the extra buses for the priority lanes project - refer to MISC028 to MISC031. NFAP to support finalised RPTP (pricing and frequency currently being consulted on). Bus jumps on arterials support long term. 0-5 is fares, frequency, routes, 5-10 is bus jumps (intersections created as for priority lanes) and 10+ is priority lanes. GPS sensor effectiveness in congested environment.	Bus jumps are medium term unless specified in individual options elsewhere - IBC consultation together with priority lanes. No DBC consultation other than statements of support for fare reductions, frequencies and route changes	3-10	
MISC23	PT - 10 new stops		new shelters, signs and markings	Nelson City Council	No further comments		3-10	
MISC24	PT - superstop at hospital		construct inset bus stop on both sides of waimea, shelters, signs and markings	Nelson City Council	Upperbound cost increased		3-10	
MISC26	Walking and Cycling	Project area	provide 2m ftpths on the primary and secondary walking routes in priority 1 places where not specifically mentioned in other project IDs through sealing existing verges; narrowing of roads to minimum dimensions; removal of parking; combination of narrowing, parking changes, road realignment. Essentially the other side of the road from the shared paths mentioned elsewhere	Nelson City Council	Refer to Gap maps from NOH work		3-10	Priority 1 places - check other tab
MISC26c	Walking and Cycling	Project area	provide 2m ftpths on the primary and secondary walking routes on priority 2 places where not specifically mentioned in other project IDs through sealing existing verges; narrowing of roads to minimum dimensions; removal of parking; combination of narrowing, parking changes, road realignment. Essentially the other side of the road from the shared paths mentioned elsewhere	Nelson City Council	MISC026b changed to medium term. Refer to Gap maps from NOH work		3-10	
RR002	Rat Running Interventions	Princess Drive	speed humps, chicanes, one-way traffic signal channelisation	Nelson City Council	No further comments		3-10	
RR003	Rat Running Interventions	Moana Avenue	speed humps, chicanes, one-way traffic signal channelisation	Nelson City Council	No further comments		3-10	
RR004	Rat Running Interventions	Bisley Avenue	speed humps, chicanes, one-way traffic signal channelisation	Nelson City Council	No further comments		3-10	
RR005	Rat Running Interventions	Stansell Avenue	speed humps, chicanes, one-way traffic signal channelisation. If grouped with RR006 then dble cul-de-sac is an option. Final intervention type dependent on intersection layout at Tosswill/SH6	Nelson City Council	Intervention type description altered		3-10	
RR006	Rat Running Interventions	Tosswill Road	speed humps, chicanes, one-way traffic signal channelisation. If grouped with RR005 then dble cul-de-sac is an option. Final intervention type dependent on intersection layout at Tosswill/SH6	Nelson City Council	Intervention type description altered		3-10	
RR007	Rat Running Interventions	Chamberlain Street	speed humps, chicanes, one-way traffic signal channelisation. If grouped with RR008 then dble cul-de-sac is an option. Final intervention type dependent on intersection layout at Maire/SH6	Nelson City Council	Intervention type description altered		3-10	
RR008	Rat Running Interventions	Maire Street	speed humps, chicanes, one-way traffic signal channelisation. If grouped with RR007 then dble cul-de-sac is an option. Final intervention type dependent on intersection layout at Maire/SH6	Nelson City Council	Intervention type description altered		3-10	
RR010	Rat Running Interventions	Kawai Street based on mode shift	speed humps, chicanes, double cul-de sac with walking and cycling provided	Nelson City Council	Changed to medium term and deliver with cycle intervention WC077		3-10	
W001	Improved Pedestrian facilities	Toi Toi Street and St Vincent Street intersection	new intersection being installed as part of short and medium term	Nelson City Council	Costs added		3-10	Cost range includes for raised intersection and traffic signals
W007	Walking Route	Motueka St Walking Route Between Vanguard St and Tipahi	Utilise verge on north side to create 3.5m shared path	Nelson City Council			3-10	
WC002	Desired Arterial Crossing Point	Between Hay St and Vickerman St Crossing on southbound side of state highway	kerb build outs and/or central refuges; zebra crossing	Waka Kotahi	If low ped numbers and shift to medium term then review against priority lanes project, which has inbound priority lane along this section, which could facilitate a central refuge or ped crossing as this is the only dedicated crossing on SH6 between Haven rbt and Anchor shipping bldg	A signalised intersection is recommended for the priority lanes project at Hay street, therefore utilise Hay street area as crossing point. On outbound side use kerb/central reservation cut downs.	3-10	
WC006	Desired Arterial Crossing Point	Rutherford/Vanguard Crossing	build out and refuges; zebra crossing; signalised intersection	Nelson City Council	Not part of priority lanes. Costs removed.		3-10	Signalised intersection to facilitate walking/cycling crossing movements to Anzac park
WC014	Intersection	Washington Road and St Vincent Street intersection	signalise intersection	Waka Kotahi	Changed to medium term. Costs added for signalised intersection		3-10	Cost range is for raised intersection
WC023	Desired Arterial Crossing Point	Waimea Rd at Admirals Motor Inn Crossing	kerb build outs and/or central refuges; zebra crossing	Nelson City Council	Can facilitate informal crossing in short term	In medium and long term, priority lanes project defines whether there is a crossing point here.	3-10	kerb build outs removed for priority lanes project
WC028	Intersection	Toi Toi Street with Vanguard Signalised Intersection	signalised intersection for all traffic	Nelson City Council	Costs adjusted and changed to short term. On basis of undertaking WC073	NFAP doesn't engage. Project is already happening in terms of Council engaging with Community.	3-10	
WC032	Improved walking and cycling facilities	Vanguard Street (from Motueka Street to Toi Toi Street)	remove parking on western side and create 4m shared path utilise existing space between parking and lane and transfer to western side to create shared path on approx 3m width	Nelson City Council	Short term option WC032a included to provide range of intervention types		3-10	
WC032a	Improved walking and cycling facilities	Vanguard Street (from Motueka Street to Toi Toi Street)	utilise existing space between parking and lane and transfer to western side to create shared path on approx 3m width	Nelson City Council	Combined with WC032 to provide upper bound intervention type (and cost)		3-10	
WC039	Improved walking and cycling facilities	Motueka Street - Waimea to Kawai and Tipahi to Vanguard	Remove parking on south side of Motueka, remark road and create 3.5m shared path; widen north side of Motueka through new retaining wall, remark carriageway to create 4m shared path on south side of Motueka	Nelson City Council	No further comments	Move to medium term as modified C001 is short term route for implementation.	3-10	

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WC039a	Improved walking and cycling facilities	Motueka Street - Waimea to Kawai and Tipahi to Vanguard	Remove parking on south side of Motueka, remark road and create 3.5m shared path; widen north side of Motueka through new retaining wall, remark carriageway to create 4m shared path on south side of Motueka	Nelson City Council	Changed to short term. Intervention type description altered to Waimea to Kawai	Move to medium term as modified C001 is short term route for implementation.	3-10	
WC043	Railway Reserve Access-Way	Improve Accessway to Railway Reserve from Vanguard	widen existing route and upgrade surface and lighting	Nelson City Council	Changed to medium term		3-10	
WC044	Railway Reserve Access-Way	Improve Accessway to Railway Reserve from Tukuka Street	widen existing route and upgrade surface and lighting	Nelson City Council	No further comments	Yes for DBC consultation - but it is Tipahi not Tukuka.	3-10	Shift to short term (yrs 4-10)
WC051	Railway Reserve Access-Way	Kawai Street Railway Reserve Accessway	widen existing route and upgrade surface and lighting	Nelson City Council	No further comments	Yes for DBC consultation. Description is Kawai/Boundary Rd	3-10	
WC068a	Walking and Cycling Route	Vanguard St Walking and Cycling Route - Railway reserve to Toi Toi	utilise existing verge on west side to create shared path on approx. 2.5m width utilise existing verge on west side and remove parking from western side and create 4m shared path	Nelson City Council	Description from WC068b included to give intervention range and upper bound cost adjusted		3-10	
WC068b	Walking and Cycling Route	Vanguard St Walking and Cycling Route - closing width gaps north of Toi Toi int	utilise existing verge on east side up to Gloucester, narrow median Gloucester to Hardy and increase overall width of shared path to create 4m shared path	Nelson City Council	Description altered for clarity and upperbound cost from WC068c included		3-10	
WC068c	Walking and Cycling Route	Vanguard St Walking and Cycling Route - improving LoS	Resurface existing and create constant width through removal of parking adjacent to narrower widths to create minimum 3.5m shared path	Nelson City Council	Included in WC068b		3-10	
WC069	Walking and Cycling Route	Hardy St Walking and Cycling Route between Vanguard and Rutherford	widen existing facility to 4m through narrowing of lanes/shoulders	Nelson City Council	Description altered and costs added		3-10	
WC070	Walking and Cycling Route	Gloucester St Walking and Cycling Route between Vanguard and St Vincent St	Utilise existing width between parking and lanes and provide separate cycle facility adjacent to ftph on either south or north side	Nelson City Council	Description altered and costs added with upperbound inclusive of a reseal		3-10	
WC073	Walking and Cycling Route	Toi Toi St Cycling Route	utilise verge area on south side in conjunction with removing parking insets (and parking at these locations) and create 3.5m wide shared path as far as Abraham heights	Nelson City Council	Changed to short term	NFAP doesn't engage. Project is already happening in terms of Council engaging with Community.	3-10	Make note on dwg Council currently engaging
WC074	Walking and Cycling Route	Franklyn St Walking and Cycling Route between Vanguard and Tipahi and Kawai to Waimea	Utilise verge area on south side from Waimea to Kawai and verge area on north side from Kawai to Vanguard to create 3.5m shared path Utilise verge area on south side from Waimea to Kawai and verge area on south side from Kawai to Vanguard to create 3.5m shared path	Nelson City Council	NCC option description added to interventontypes	For DBC consultation, incorporate Kawai to Tipahi into C001 as route to implement in short term. WC074 to change location to "Franklyn St Walking and Cycling route between Vanguard and Tipahi and Kawai to Waimea as a medium term option - adjust costs.	3-10	Part of C001. Remainder is now Vanguard to Tipahi and Kawai to Waimea. Costs adjusted. Description changed
WC076	Walking and Cycling Route	Motueka St Walking and Cycling Route Between Kawai and Tipahi	Remove parking on north side of Motueka and utilise space for 3.5m shared path	Nelson City Council	No further comments		3-10	
WC077	Walking and Cycling Route	Kawai St S Walking and Cycling Route from Boundary to Tukuka	neighbourhood greenway; utilise verge space on eastern side and create 2.5 - 3m shared path; realign road to utilise verg space on western side and utilise available width on eastern side to create 3.5m shared path	Nelson City Council	Changed to medium term. Has to occur prior to installation of priority lanes		3-10	
WC078	Walking and Cycling Route	Tukuka St West of Waimea Walking and Cycling Route	Neighbourhood greenway; utilise verge on south side from Waimea to Kawai, verge on north side from Kawai to Tipahi, verge on south side from Tipahi to Railway reserve; remove parking on south side from Kawai to Tipahi and create shared path on south side of full route	Nelson City Council	Changed to medium term		3-10	
WC079	Walking and Cycling Route	Boundary Road West of Waimea Walking and Cycling Route	utilise verge space on south side to create 3m shared path	Nelson City Council	Innovating streets investigating. NFAP to support outcome.	Not engaged at DBC level	3-10	

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MISC031	Priority Lanes SH6 S/B	Days Track to Parkers (2.5km)	Widen existing c/way to create S/B priority lane (Intersection costs incl at individual intersection/crossing interventions). Includes cycle and walking facilities (refer to dwgs for locations)	Waka Kotahi	Opex for extra buses included in MISC030a Jay Walking is not a behaviour that is supported under any circumstances. Controlled or dedicated crossing points are recommended from a safety perspective and will safely mitigate severance		rocks road	
WC008	Desired Arterial Crossing Point	Wakefield Quay Crossing near Anchor Shipping bldg	kerb build outs and/or central refuges; zebra crossing	Waka Kotahi	No further comments		rocks road	adjusted crossing for rocks road project
WC009	Desired Arterial Crossing Point	Wakefield Quay Crossing outside the Quay bldg	kerb build outs and/or central refuges; zebra crossing	Waka Kotahi	No further comments		rocks road	adjusted crossing for rocks road project
WC013	Desired Arterial Crossing Point	Nelson Yacht Club Crossing	kerb build outs and/or central refuges; zebra crossing, signalised crossing	Waka Kotahi	Changed to medium term. Combined with WC013a. No Priority lanes therefore no change to road layout, therefore a non-signalised crossing can be provided approx 50m north of Poyntes Ave int		rocks road	
WC015	Desired Arterial Crossing Point	near Rocks Road/Victoria intersection	kerb build outs and/or central refuges; zebra crossing	Waka Kotahi	No further comments		rocks road	adjusted crossing for rocks road project
WC020	Corridor Widening for walking and cycling	Along RocksRoad	Widen existing into CMA (excluding at ONL). At ONL, take width from existing shoulders and on road cycle lanes, remark c/way and provide up to 5m wide Walking/cycling facility	Waka Kotahi	No further comments		rocks road	Lane configuration changed to 3.7m lanes (to facilitate buses), widening of lanes on cnrs as per Austroad standards, parking width to match LDM standard for arterial route. Extents of project from Bisley Ave to Anchor Bldg. Costs adjusted to cater for increase in additional road widths and reduced shared path length because of removal of wider shared path between Anchor bldg and Hay Street, which is part of priority lanes package. Costs include linking Rocks Road to Waikare Street via Tahunanui Reserve
WC021	Desired Arterial Crossing Point	SH6/Richardson Intersection Crossing	kerb build outs and/or central refuges; zebra crossing	Waka Kotahi	No priority lanes in this location. Utilise existing uncontrolled crossing point. Costs removed.		rocks road	
WC030	Desired Arterial Crossing Point	Rocks Road Crossing at Basin area	kerb build outs and/or central refuges; zebra crossing	Waka Kotahi	Intervention Description changed to match map location of option. No priority lanes in this location so informal crossing can be implemented		rocks road	
WC037	Desired Arterial Crossing Point	Days Track and SH6 Intersection Crossing	part of priority lanes package and short and medium term. Build outs; refuges; signalised crossing	Waka Kotahi	Difficulty to implement changed to 'H'. Crossing located in area of priority lanes B70:BF70(both directions), therefore signalised crossing preferred with upperbound cost increased.	signalised crossing because lack of width for central refuge. Shift to medium term.	rocks road	

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MISC028	Priority Lanes Waimea/Rutherford N/B	Beatson rbt to Van Diemen (4km)	Widen existing c/way to create N/B priority lane (Intersection costs incl at individual intersection/crossing interventions). Includes cycle and walking facilities (refer to dwgs for locations)	Nelson City Council	Jay Walking is not a behaviour that is supported under any circumstances. Controlled or dedicated crossing points are recommended from a safety perspective and will safely mitigate severance		priority	
MISC029	Priority Lanes Waimea/Rutherford S/B	Franklyn to Beatson rbt (3.5km)	Widen existing c/way to create S/B priority lane (Intersection costs incl at individual intersection/crossing interventions). Includes cycle and walking facilities (refer to dwgs for locations)	Nelson City Council	Opex for extra buses included in MISC028a Jay Walking is not a behaviour that is supported under any circumstances. Controlled or dedicated crossing points are recommended from a safety perspective and will safely mitigate severance		priority	
MISC030	Priority Lanes SH6 N/B	Tahunanui Drive (Parker to Bisley) and Haven Road from Hay Street to Halifax (2.2km and 1km)	Widen existing c/way to create N/B priority lane (Intersection costs incl at individual intersection/crossing interventions). Includes cycle and walking facilities (refer to dwgs for locations)	Waka Kotahi	Jay Walking is not a behaviour that is supported under any circumstances. Controlled or dedicated crossing points are recommended from a safety perspective and will safely mitigate severance		priority	Costs updated to include wider shared path facility from Anchor bldg to Hay Street
MISC031	Priority Lanes SH6 S/B	Days Track to Parkers (2.5km)	Widen existing c/way to create S/B priority lane (Intersection costs incl at individual intersection/crossing interventions). Includes cycle and walking facilities (refer to dwgs for locations)	Waka Kotahi	Opex for extra buses included in MISC030a Jay Walking is not a behaviour that is supported under any circumstances. Controlled or dedicated crossing points are recommended from a safety perspective and will safely mitigate severance		priority	
WC002a	Desired Arterial Crossing Point	Between Hay St and Vickerman St Crossing	signalised crossing inbound, uncontrolled crossing outbound	Waka Kotahi	Inbound priority lane with wide median. Signalise crossing on inbound lane only and uncontrolled crossing on outbound lane		priority	Signalised intersection N/B only at Hay. Signalised crossing opposite Hay on S/B lane
WC003	Desired Arterial Crossing Point	Haven Road opposite Trafalgar Centre Crossing	build out and refuges; zebra crossing; separate signalised crossing on inbound with uncontrolled on outbound	Nelson City Council	Upperbound costs to match change to intervention type		priority	
WC012	Desired Arterial Crossing Point	Rutherford/Selwyn Crossing	modify zebra crossing to signalised	Nelson City Council	Not part of priority lanes. Moved to medium term.		priority	probably needed as part of new shared path along waimea
WC016a	Desired Arterial Crossing Point	Rutherford/Examiner St inertsection crossing	signalised intersection	Nelson City Council	Inbound priority lane. Incorporate into SCATs		priority	
WC017	Desired Arterial Crossing Point	Rutherford St at Wellington St intersection	signalised crossing	Nelson City Council	Inbound priority lane at this intersection, which is signalised. Description changed to have crossing at Wellington Street (which is a signalised intersection - costs updated). Maps altered to remove desired crossing point just north of Wgtn St		priority	
WC024a	Desired Arterial Crossing Point	Waimea/ van Diemen Crossing	signalised intersection	Nelson City Council	Inbound priority lane at this intersection, which is signalised and incorporated into SCATs.		priority	
WC025	Desired Arterial Crossing Point	Waimea/Hampden Crossing	signalised intersection	Nelson City Council	Inbound priority lane at this intersection, which is signalised and incorporated into SCATs.		priority	
WC033a	Intersection	Waimea Road and Franklyn Street Signalised Intersection	signalised intersection to cater for priority lanes	Nelson City Council	priority lanes in each direction. Signalised intersection incorporated into SCATs.		priority	
WC034	Desired Arterial Crossing Point	Waimea Road opposite Nelson Hospital	signalised intersection	Nelson City Council	priority lanes in each direction. Signalised intersection incorporated into SCATs.		priority	Signalised intersection
WC035	Desired Arterial Crossing Point	Waimea/Motueka crossing	accommodating priority lanes, walking and cycling principal routes for crossings	Nelson City Council	Modify existing signalised intersection to cater for crossing movements and incorporate into SCATs		priority	
WC041a	Desired Arterial Crossing Point	Waimea/Tukuka Intersection Crossing	signalised crossing	Nelson City Council	priority lanes in each direction. Intervention type changed to signalised intersection incorporated into SCATs. Costs updated.		priority	Signalised crossing for active modes and cul-de-sac. Tukuka closed at intersection with Waimea. Costs updated
WC045a	Desired Arterial Crossing Point	Waimea Rd just south of Nelson South Kindergarten	signalised crossing	Nelson City Council	Description changed to match safe location (brow of hill). Priority lanes in each direction. Signalised crossing incorporated into SCATs		priority	
WC052	Intersection	Waimea/ Market Signalised Intersection	signalised intersection	Nelson City Council	Priority lanes in each direction.		priority	
WC054a	Desired Arterial Crossing Point	Tahunanui/Murital St Crossing	signalised intersection	Waka Kotahi	Priority lanes in each direction.		priority	
WC057	Intersection	Tahunanui/Tosswill Intersection	part of priority lanes package	Waka Kotahi	Signalised intersection incorporated into SCATs.		priority	
WC059	Desired Arterial Crossing Point	Tahunanui/Green Street Crossing	part of priority lanes package	Waka Kotahi	Signalised intersection incorporated into SCATs		priority	
WC060a	Intersection	Tahunanui/Parkers/Maire Signalised Intersection	Upgrade to signalised intersection to cater for priority lanes	Waka Kotahi	Signalised intersection incorporated into SCATs		priority	Costs include land take
WC065	Desired Arterial Crossing Point	Waimea/Chings Intersection Crossing	Underpass	Nelson City Council	Priority lanes in each direction. Use signalised Ridgeway intersection.		priority	

ID Code	Definition
RS XXX	Resurfacing
WC XXX	Walking & Cycling
W XXX	Walking
C XXX	Cycling
MISC XXX	Miscellaneous
RR XXX	Rat Running

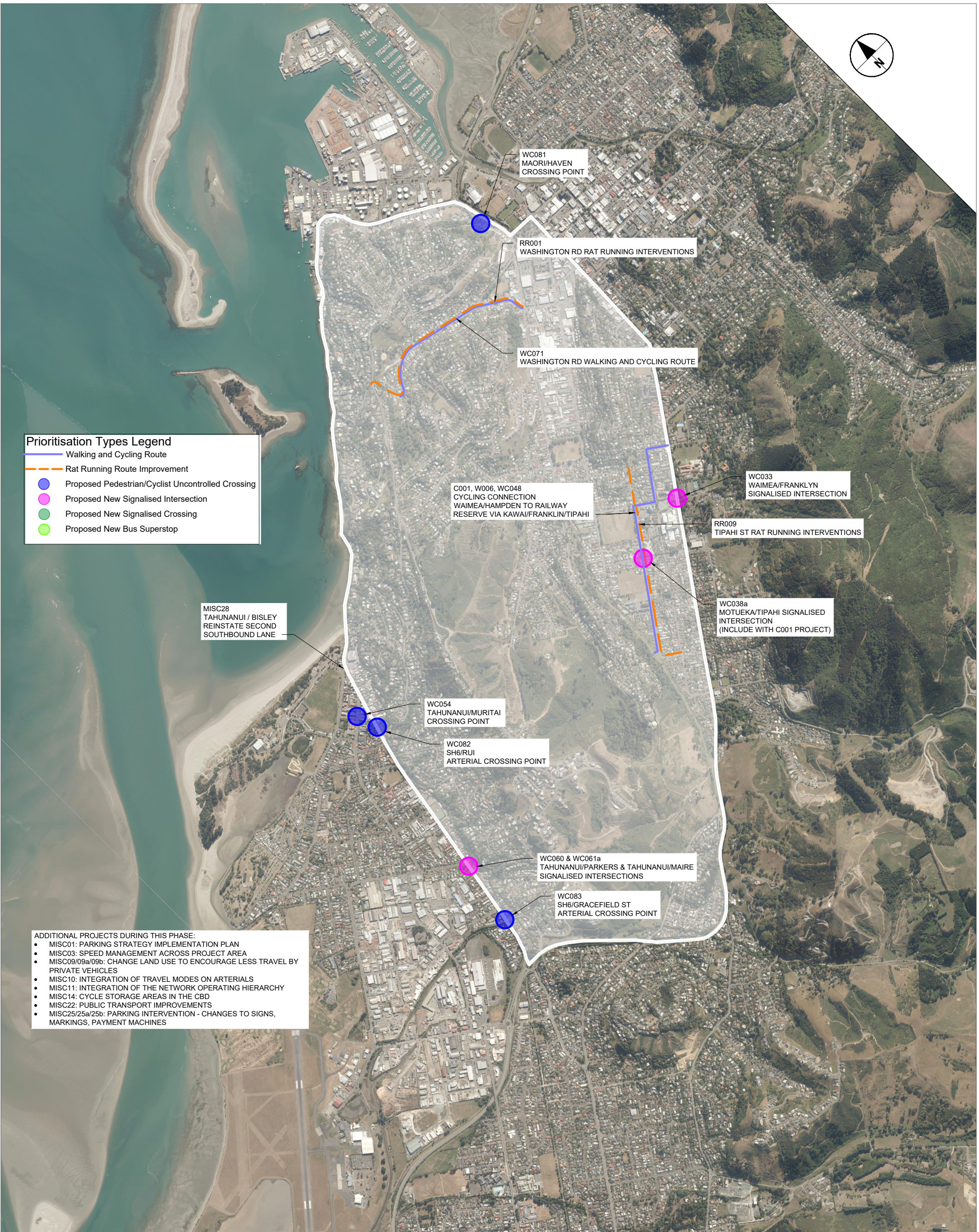
Red highlights are options that have been removed in consultation with WG
 Interventions Highlighted in Green require DBC level of detail for public engagement
 yellow highlights are changes since last version

ID	Project Type	Project Location	Intervention Types	Owner	Agreed Outcome of Discussions with WK from Meeting on 18 and 22 Dec 2020	Discussions with WG from Meeting on 28 Jan 2021	Time periods (yrs) 0-3, 3-10, priority, rocks road, 10-20, 20-30	Comments
MISC028a	Priority Lanes Waimea/Rutherford N/B	Beatson rbt to Van Diemen (4km)	Widen existing c/way to create N/B priority lane (Intersection costs incl at individual intersection/crossing interventions). Includes cycle and walking facilities (refer to dwgs for locations)	Nelson City Council	Opex cost for extra buses - long term		10-30	
MISC030a	Priority Lanes SH6 N/B	Tahunanui Drive (Parker to Days Track) and Haven Road from Hay Street to Halifax (2.5km and 1km)	Widen existing c/way to create N/B priority lane (Intersection costs incl at individual intersection/crossing interventions). Includes cycle and walking facilities (refer to dwgs for locations)	Waka Kotahi	Opex cost for extra buses N/B and S/B - long term Jay Walking is not a behaviour that is supported under any circumstances. Controlled or dedicated crossing points are recommended from a safety perspective and will safely mitigate severance		10-30	
MISC04	Detuning Roads (narrowing) as per NOH Gap Maps - Priority 1 Places	Project area	Narrow roads through the widening of f/pths / verges to those roads not covered by individual project IDs elsewhere	Nelson City Council	Refer to Gap maps from NOH work		10-30	
MISC05	Detuning Roads (narrowing) as per NOH Gap Maps - Priority 2 Places	Project area	Narrow roads through the widening of f/pths / verges to those roads not covered by individual project IDs elsewhere	Nelson City Council	Refer to Gap maps from NOH work		10-30	
MISC06	Increasing Hierarchy (widening) as per NOH Gap map - Priority 1 Places	Project area	Widen roads ranging from removal of parking (creating parking areas through purchase of individual property spaced at 100m) up to creating width through to the taking of whole properties (and on selling after completion of works) to provide required width with on street parking	Nelson City Council	Refer to Gap maps from NOH work		10-30	
MISC07	Increasing Hierarchy (widening) as per NOH Gap map - Priority 2 Places	Project area	Widen roads ranging from removal of parking (creating parking areas through purchase of individual property spaced at 100m) up to creating width through to the taking of whole properties (and on selling after completion of works) to provide required width with on street parking	Nelson City Council	Refer to Gap maps from NOH work		10-30	
MISC26a	Walking and Cycling	Project area	provide 2m f/pths on the primary and secondary walking routes in priority 1 places where not specifically mentioned in other project IDs through sealing existing verges; narrowing of roads to minimum dimensions; removal of parking; combination of narrowing, parking changes, road realignment. Essentially the other side of the road from the shared paths mentioned elsewhere	Nelson City Council	Refer to Gap maps from NOH work		10-30	
MISC26b	Walking and Cycling	Project area	provide 2m f/pths on the primary and secondary walking routes on priority 2 places where not specifically mentioned in other project IDs through sealing existing verges; narrowing of roads to minimum dimensions; removal of parking; combination of narrowing, parking changes, road realignment. Essentially the other side of the road from the shared paths mentioned elsewhere	Nelson City Council	Changed to medium term. Refer to Gap maps from NOH work		10-30	Priority 2 places
W003	Walking Route	Princess Dr to Observatory Trce Walking Route		Nelson City Council	No further comments		10-30	Being constructed
W005	Walking Route	Hampden St Walking Route between Vanguard and Kawai	Widen existing footpath to 2m	Nelson City Council	No further comments		10-30	
WC019	LoS Upgrades	St Vincent Street Priority and LoS improvements	improved separation of existing from parking/traffic, improved facilities at intersections, additional markings and signage at commercial driveways - general upgrade to current standards	Nelson City Council	Intervention types added and costs added		10-30	
WC036	Corridor Widening	Widen railway reserve to 5m south of Totara to Beatson Int	widen to create 5m shared path	Nelson City Council	Description changed to incorporate WC080a and WC080b. Changed to long term. Costs added.		10-30	
WC063	Desired Arterial Crossing Point	Tahunanui/Gracefield Intersection Crossing	signalised intersection	Waka Kotahi	Signalised intersection incorporated into SCATS		10-30	No priority lanes in this location - bus route via Parkers / Tahunanui Nth
WC066	Desired Arterial Crossing Point	South of Beatson rbt Crossing	signalised crossing, underpass	Waka Kotahi	Not part of priority lanes. Can be installed.		10-30	

ID Code	Definition
RS XXX	Resurfacing
WC XXX	Walking & Cycling
W XXX	Walking
C XXX	Cycling
MISC XXX	Miscellaneous
RR XXX	Rat Running

Red highlights are options that have been removed in consultation with WG
Interventions Highlighted in Green require DBC level of detail for public engagement
yellow highlights are changes since last version

ID	Project Type	Project Location	Intervention Types	Owner	Agreed Outcome of Discussions with WK from Meeting on 18 and 22 Dec 2020	Discussions with WG from Meeting on 28 Jan 2021	Time periods (yrs) 0-3, 3-10, priority, rocks road, 10-20, 20-30
MISC01	Parking Strategy Implementation Plan	Parking limited to reduce the number of private/residential vehicles on street	Cost of producing an implementation plan to give effect to the strategy to reduce the number of private vehicles on residential streets	Nelson City Council	Recommend joint strategy with TDC (Richmond area)	Signal that parking is a key lever in DBC engagement but nothing further.	all periods
MISC03	Speed Management	project area		Nelson City Council	No roads identified within NFAP study area for speed management from spreadsheet provided by Rhys on 9 Nov. NCC to provide speed management plan, which would have come out of speed review. Overlay active mode crashes and primary walking and cycling routes, priority 1 (and maybe 2 places) - network wide recommended. Perception or real?	DBC consultation and modelling to use Safe and Appropriate speed as per the Strategic Case/Part A of the DBC report. Selwyn is 30 km/hr. Two main arterials are as per existing speed limits.	all periods
MISC09	Change Land Use	Change land use to encourage less travel by private vehicles (also part of FDS)	via Nelson Plan - costs assumed to be already accounted for by NCC	Nelson City Council	Continue to align transport system to land use changes as per FDS, which the NFAP study is based upon.	No DBC consultation other than statements that all recommended projects provide the transport network that supports the FDS and GPS	all periods
MISC09a	Change Land Use	Change land use to encourage less travel by private vehicles (also part of FDS)		Nelson City Council	Continue to align transport system to land use changes as per FDS, which the NFAP study is based upon.		all periods
MISC09b	Change Land Use	Change land use to encourage less travel by private vehicles (also part of FDS)		Nelson City Council	Continue to align transport system to land use changes as per FDS, which the NFAP study is based upon.		all periods
MISC10	Integration of travel modes on arterials	Intergration of Travel modes (walking/cycling/PT + private vehicles)			No further comments		all periods
MISC11	Implementation of the NOH	Implementation of the Network Operating Hierarchy			No further comments		all periods
MISC14	Cycle Storage Areas in CBD	Provide cycle storage facilities at targeted locations (eg CBD, hospital, Tahunanui)		Nelson City Council	Intervention description changed		all periods
MISC25	Parking Intervention - streets to be named and intervention determined		Signs and markings and payments machines with 2 FTEs enforcement (cost ignores revenue gained)	Nelson City Council	Capex only to be identified as revenue will zero out opex. Opex should be progressed to best align to the IO's over time, taking into account dependencies and effects.	No DBC consultation other than statements to support this measure as a key dependency for mode transfer to active and PT	all periods
MISC25a.	Parking Intervention - streets to be named and intervention determined		Signs and markings and payments machines with 2 FTEs enforcement (cost ignores revenue gained)	Nelson City Council	Capex only to be identified as revenue will zero out opex. Opex should be progressed to best align to the IO's over time, taking into account dependencies and effects.		all periods
MISC25b	Parking Intervention - streets to be named and intervention determined		Signs and markings and payments machines with 2 FTEs enforcement (cost ignores revenue gained)	Nelson City Council	Capex only to be identified as revenue will zero out opex. Opex should be progressed to best align to the IO's over time, taking into account dependencies and effects.		all periods



Prioritisation Types Legend

- Walking and Cycling Route
- Rat Running Route Improvement
- Proposed Pedestrian/Cyclist Uncontrolled Crossing
- Proposed New Signalised Intersection
- Proposed New Signalised Super Crossing
- Proposed New Bus Superstop

ADDITIONAL PROJECTS DURING THIS PHASE:

- MISC01: PARKING STRATEGY IMPLEMENTATION PLAN
- MISC03: SPEED MANAGEMENT ACROSS PROJECT AREA
- MISC09/09a/09b: CHANGE LAND USE TO ENCOURAGE LESS TRAVEL BY PRIVATE VEHICLES
- MISC10: INTEGRATION OF TRAVEL MODES ON ARTERIALS
- MISC11: INTEGRATION OF THE NETWORK OPERATING HIERARCHY
- MISC14: CYCLE STORAGE AREAS IN THE CBD
- MISC22: PUBLIC TRANSPORT IMPROVEMENTS
- MISC25/25a/25b: PARKING INTERVENTION - CHANGES TO SIGNS, MARKINGS, PAYMENT MACHINES

Issue Status: For Information

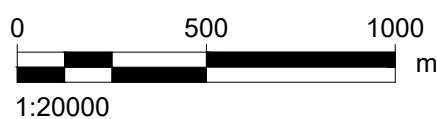


**NELSON FUTURE ACCESS PROJECT
 PROJECT PRIORITISATION
 YEARS 0-3**

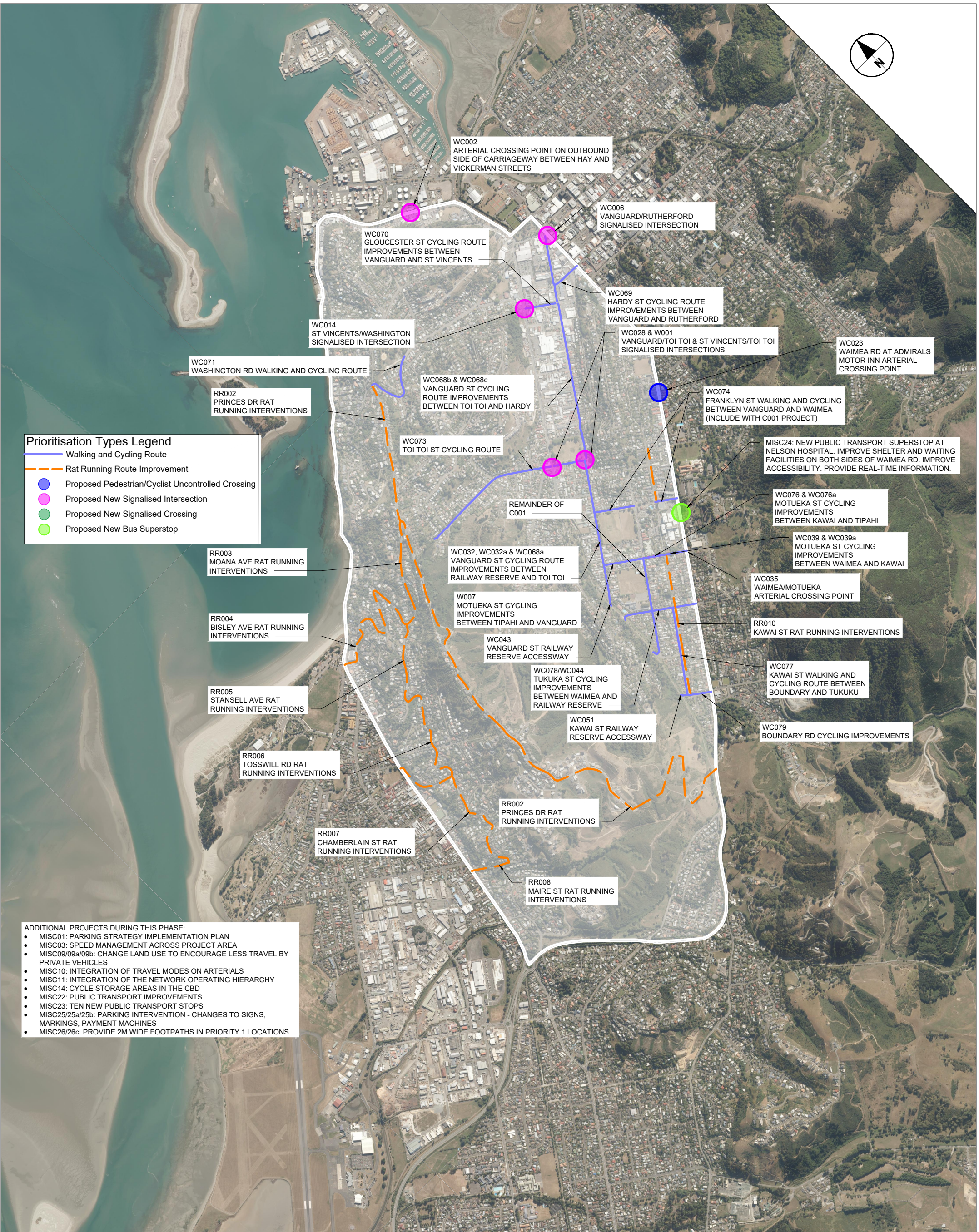


Project No.: 60603231 Date: 12.08.2021

Sketch No.: SK-0301



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Prioritisation Types Legend

- Walking and Cycling Route
- - - Rat Running Route Improvement
- Proposed Pedestrian/Cyclist Uncontrolled Crossing
- Proposed New Signalised Intersection
- Proposed New Signalised Super Crossing
- Proposed New Bus Superstop

- ADDITIONAL PROJECTS DURING THIS PHASE:**
- MISC01: PARKING STRATEGY IMPLEMENTATION PLAN
 - MISC03: SPEED MANAGEMENT ACROSS PROJECT AREA
 - MISC09/09a/09b: CHANGE LAND USE TO ENCOURAGE LESS TRAVEL BY PRIVATE VEHICLES
 - MISC10: INTEGRATION OF TRAVEL MODES ON ARTERIALS
 - MISC11: INTEGRATION OF THE NETWORK OPERATING HIERARCHY
 - MISC14: CYCLE STORAGE AREAS IN THE CBD
 - MISC22: PUBLIC TRANSPORT IMPROVEMENTS
 - MISC23: TEN NEW PUBLIC TRANSPORT STOPS
 - MISC25/25a/25b: PARKING INTERVENTION - CHANGES TO SIGNS, MARKINGS, PAYMENT MACHINES
 - MISC26/26c: PROVIDE 2M WIDE FOOTPATHS IN PRIORITY 1 LOCATIONS

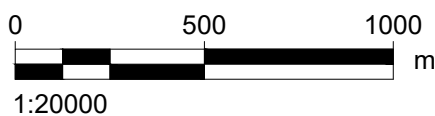
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**NELSON FUTURE ACCESS PROJECT
 PROJECT PRIORITISATION
 YEARS 4-10**

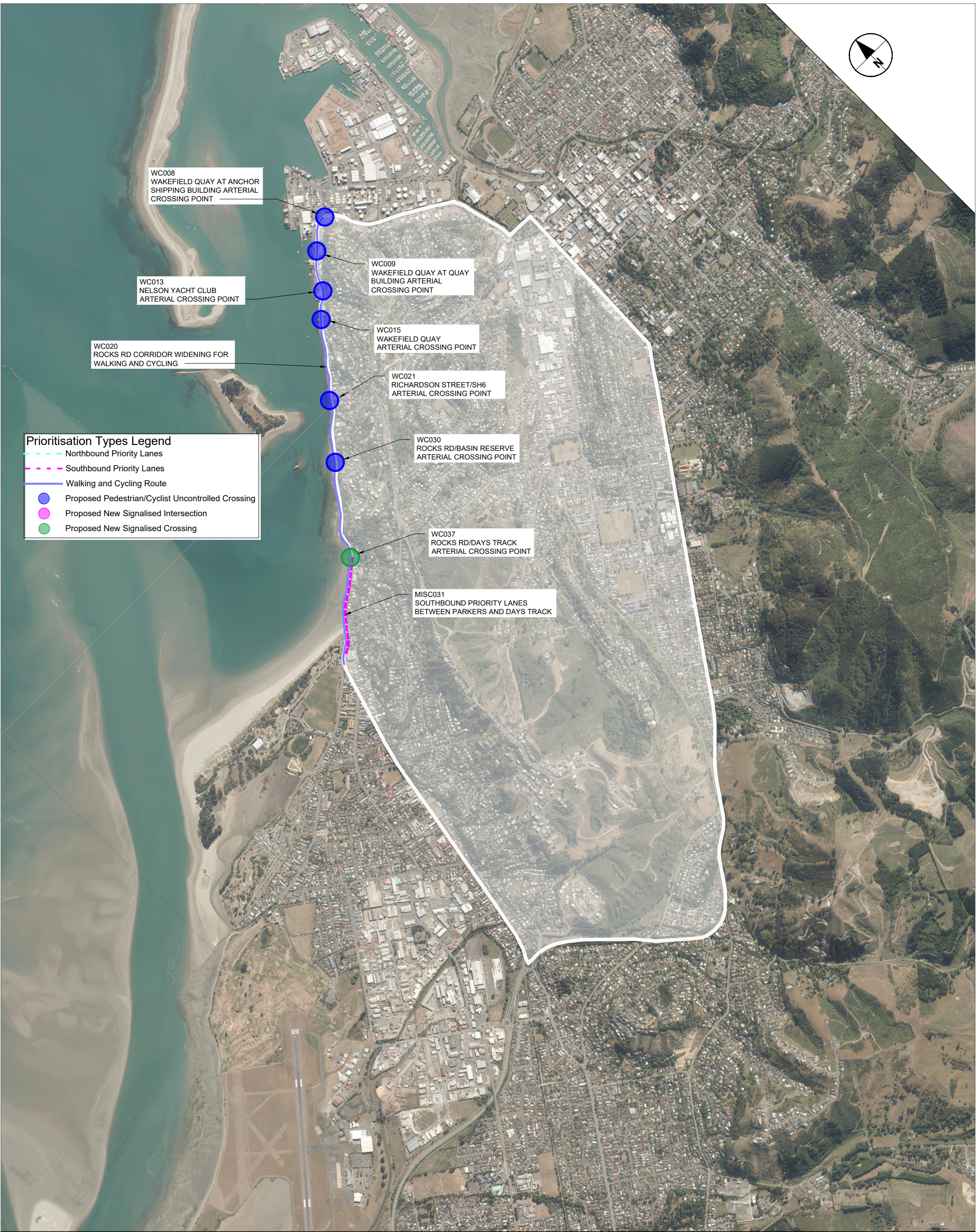


Project No.: 60603231 Date: 12.08.2021



Sketch No.: SK-0302

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Prioritisation Types Legend

- Northbound Priority Lanes
- Southbound Priority Lanes
- Walking and Cycling Route
- Proposed Pedestrian/Cyclist Uncontrolled Crossing
- Proposed New Signalled Intersection
- Proposed New Signalled Crossing

WC008
WAKEFIELD QUAY AT ANCHOR
SHIPPING BUILDING ARTERIAL
CROSSING POINT

WC013
NELSON YACHT CLUB
ARTERIAL CROSSING POINT

WC020
ROCKS RD CORRIDOR WIDENING FOR
WALKING AND CYCLING

WC009
WAKEFIELD QUAY AT QUAY
BUILDING ARTERIAL
CROSSING POINT

WC015
WAKEFIELD QUAY
ARTERIAL CROSSING POINT

WC021
RICHARDSON STREET/SH6
ARTERIAL CROSSING POINT

WC030
ROCKS RD/BASIN RESERVE
ARTERIAL CROSSING POINT

WC037
ROCKS RD/DAYS TRACK
ARTERIAL CROSSING POINT

MISC031
SOUTHBOUND PRIORITY LANES
BETWEEN PARKERS AND DAYS TRACK

Issue Status: For Information

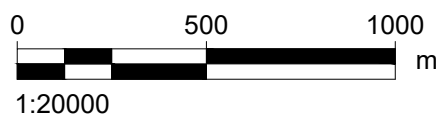


**NELSON FUTURE ACCESS PROJECT
 PROJECT PRIORITISATION
 ROCKS RD PROJECTS**

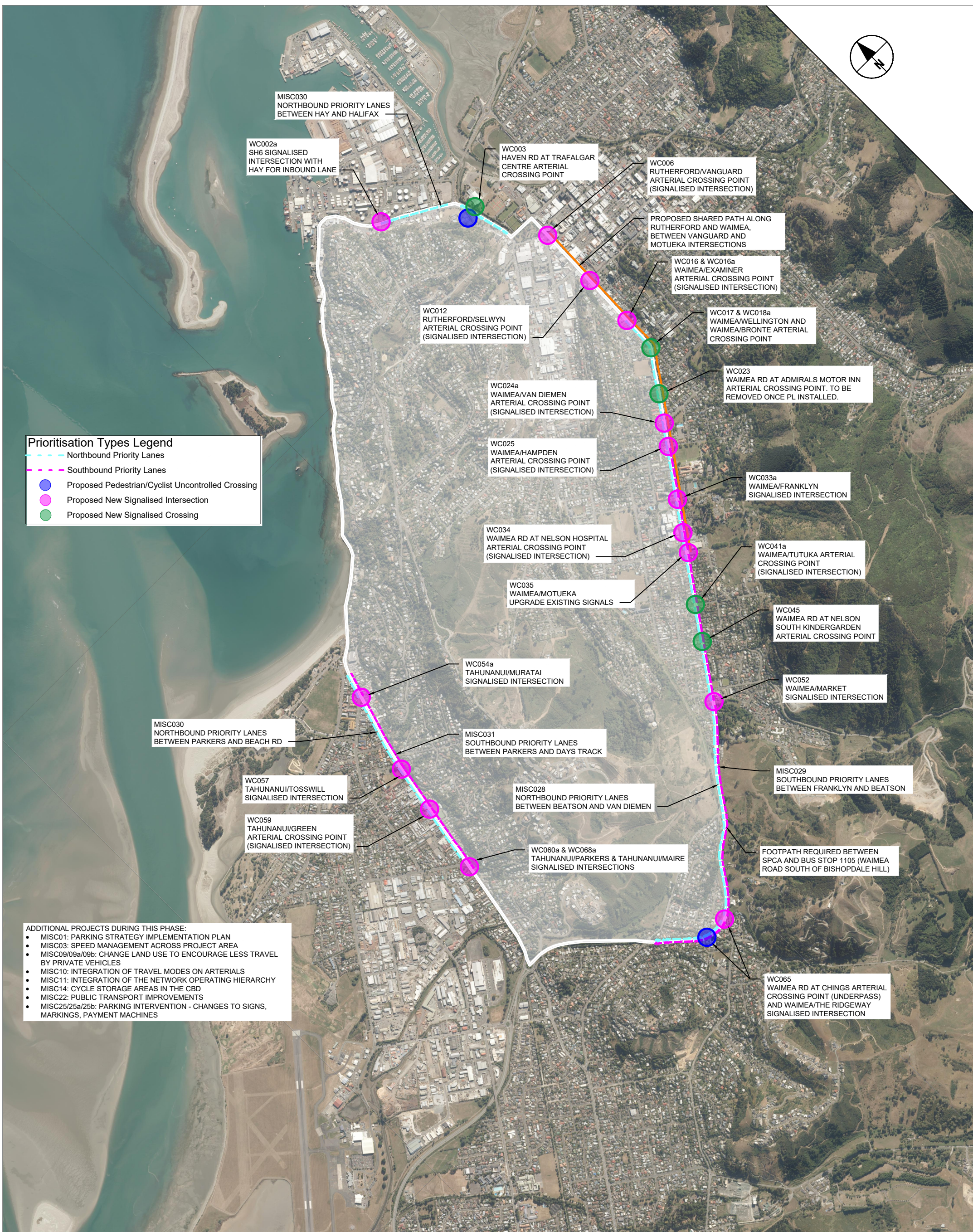
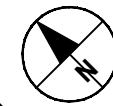


Project No.: 60603231 Date: 12.08.2021

Sketch No.: SK-0306



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ADDITIONAL PROJECTS DURING THIS PHASE:

- MISC01: PARKING STRATEGY IMPLEMENTATION PLAN
- MISC03: SPEED MANAGEMENT ACROSS PROJECT AREA
- MISC09/09a/09b: CHANGE LAND USE TO ENCOURAGE LESS TRAVEL BY PRIVATE VEHICLES
- MISC10: INTEGRATION OF TRAVEL MODES ON ARTERIALS
- MISC11: INTEGRATION OF THE NETWORK OPERATING HIERARCHY
- MISC14: CYCLE STORAGE AREAS IN THE CBD
- MISC22: PUBLIC TRANSPORT IMPROVEMENTS
- MISC25/25a/25b: PARKING INTERVENTION - CHANGES TO SIGNS, MARKINGS, PAYMENT MACHINES

Issue Status: For Information

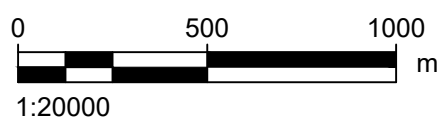


**NELSON FUTURE ACCESS PROJECT
 PROJECT PRIORITISATION
 PRIORITY LANES YEARS 10-15**



Project No.: 60603231 Date: 12.08.2021

Sketch No.: SK-0305



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Prioritisation Types Legend

- Walking and Cycling Route
- Rat Running Route Improvement
- Proposed Pedestrian/Cyclist Uncontrolled Crossing
- Proposed New Signalised Intersection
- Proposed New Signalised Super Crossing
- Proposed New Bus Superstop

W003
 PRINCES DR WALKING IMPROVEMENTS
 BETWEEN OBSERVATORY AND MOANA

WC019
 ST VINCENT ST LoS
 IMPROVEMENTS

W005
 HAMPDEN ST WALKING IMPROVEMENTS
 BETWEEN ST VINCENT AND KAWAI

WC036
 RAILWAY RESERVE SHARED PATH WIDENING
 BETWEEN TOTARA AND BEATSON

WC063a
 GRACEFIELD ST WALKING &
 CYCLING ROUTE

WC063
 TAHUNANUI/GRACEFIELD
 SIGNALISED INTERSECTION

WC066
 SOUTH OF BEATSON ROUNDABOUT
 ARTERIAL CROSSING POINT

- ADDITIONAL PROJECTS DURING THIS PHASE:**
- MISC01: PARKING STRATEGY IMPLEMENTATION PLAN
 - MISC03: SPEED MANAGEMENT ACROSS PROJECT AREA
 - MISC04/05: RIGHT SIZING (ROAD NARROWING) FOR ROAD WIDTHS IN ACCORDANCE WITH ROAD HIERARCHY
 - MISC06/07: ROAD WIDENING (VIA REMOVAL OF PARKING OR LAND PURCHASE) IN ACCORDANCE WITH ROAD HIERARCHY
 - MISC09/09a/09b: CHANGE LAND USE TO ENCOURAGE LESS TRAVEL BY PRIVATE VEHICLES
 - MISC10: INTEGRATION OF TRAVEL MODES ON ARTERIALS
 - MISC11: INTEGRATION OF THE NETWORK OPERATING HIERARCHY
 - MISC14: CYCLE STORAGE AREAS IN THE CBD
 - MISC22: PUBLIC TRANSPORT IMPROVEMENTS
 - MISC25/25a/25b: PARKING INTERVENTION - CHANGES TO SIGNS, MARKINGS, PAYMENT MACHINES
 - MISC26a/26b: PROVIDE 2m WIDE FOOTPATHS

Issue Status: For Information

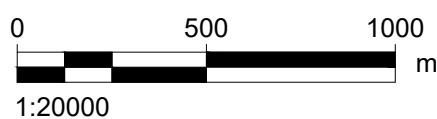


**NELSON FUTURE ACCESS PROJECT
 PROJECT PRIORITISATION
 YEARS 10-30**



Project No.: 60603231 Date: 11.08.2021

Sketch No.: SK-0303



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LEGEND - CONSULTATION

- OPTION A - CONNECTION OF SHARED PATH FROM ROCKS ROAD TO WAIKARE STREET/BEACH ROAD INTERSECTION
- OPTION B - CONNECTION OF SHARED PATH FROM ROCKS ROAD TO WAIKARE STREET/BEACH ROAD INTERSECTION
- PROPOSED KERB AND CHANNEL
- PROPOSED SEA WALL
- PROPERTY BOUNDARY
- PROPOSED PARKING
- PROPOSED CYCLEWAY
- PROPOSED FOOTPATH
- PROPOSED REVETMENT

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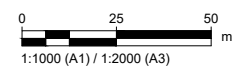
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PROJECT
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 ACCESS STUDY
 DETAILED
 BUSINESS CASE

CLIENTS
WAKA KOTAHI
 NZ TRANSPORT
 AGENCY

Nelson City Council
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REGISTRATION
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PROJECT MANAGEMENT INITIALS

MW	-	-
DESIGNER	CHECKED	APPROVED

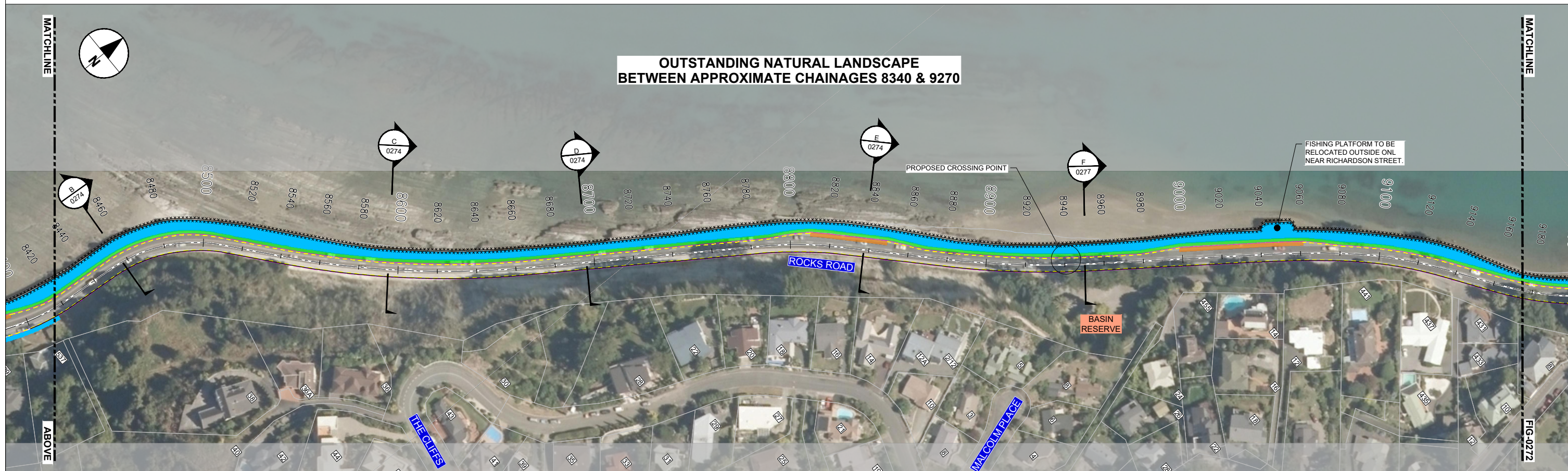
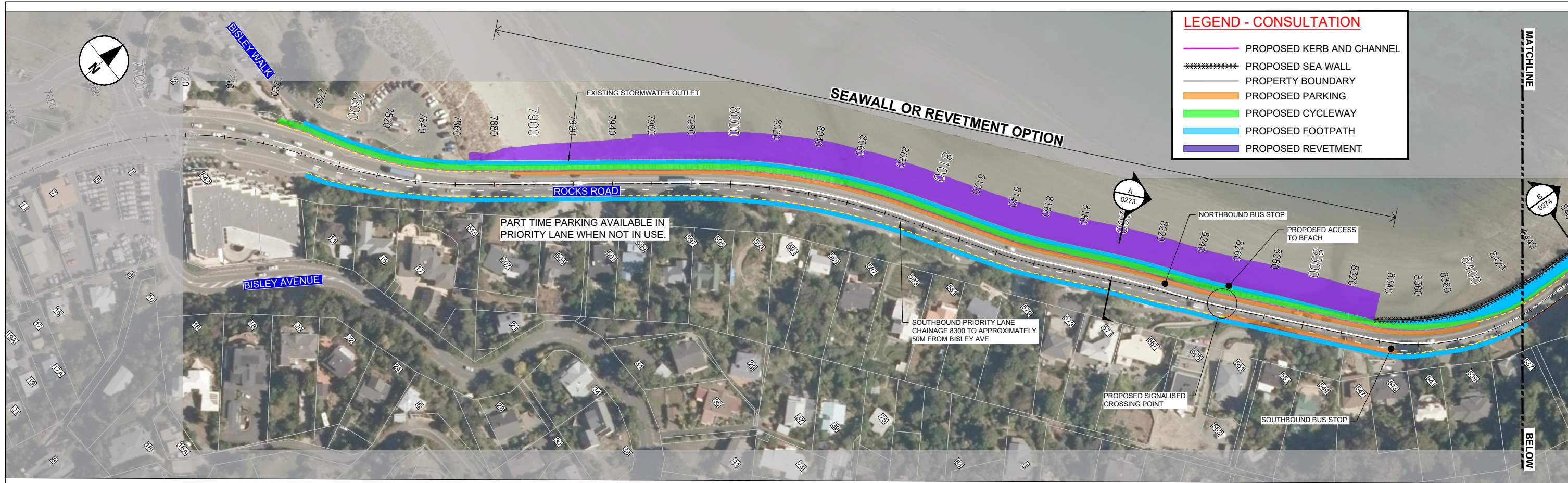
ISSUE/REVISION

IR	DATE	DESCRIPTION
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PROJECT NUMBER
60603231

SHEET TITLE
NELSON FUTURE ACCESS
SH6 COASTAL SECTION
PLAN - SHEET 0

SHEET NUMBER
FIG-0270



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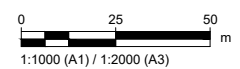
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PROJECT
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ACCESS STUDY
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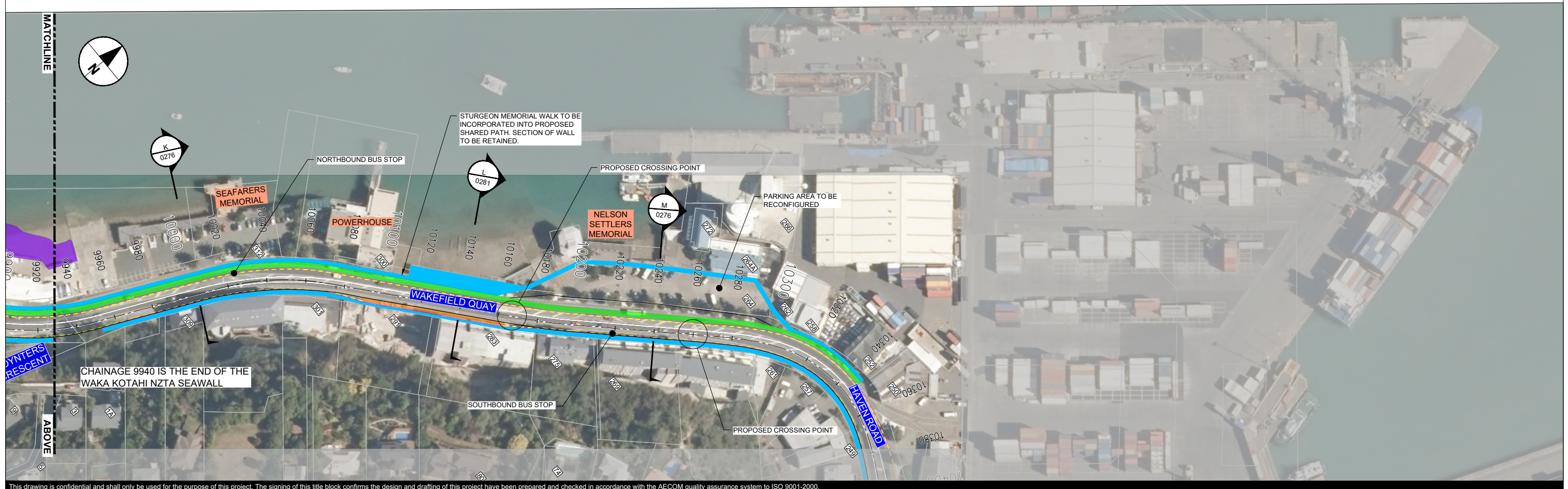
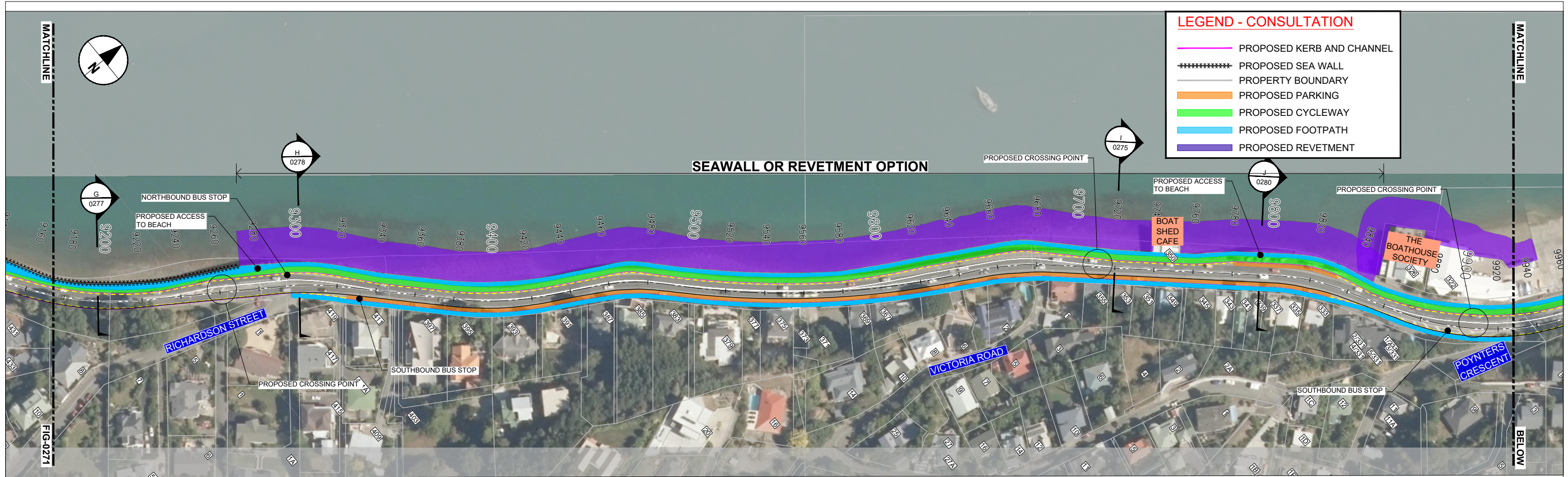
PROJECT MANAGEMENT INITIALS

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DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

I/R	DATE	DESCRIPTION
B	30.04.2021	FOR INFORMATION
A	19.03.2021	FOR INFORMATION

PROJECT NUMBER
60603231
SHEET TITLE
NELSON FUTURE ACCESS
SH6 COASTAL SECTION
PLAN - SHEET 1
SHEET NUMBER
FIG-0271



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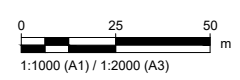
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PROJECT
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REGISTRATION
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PROJECT MANAGEMENT INITIALS

GD	-	-
DESIGNER	CHECKED	APPROVED

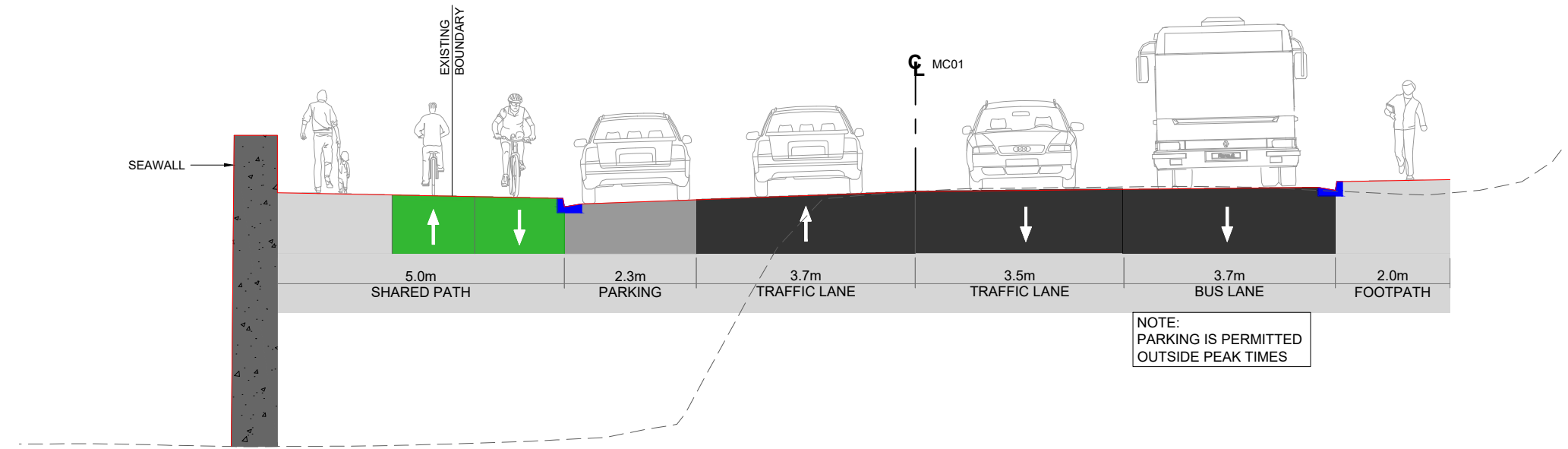
ISSUE/REVISION

IR	DATE	DESCRIPTION
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A	19.03.2021	FOR INFORMATION

PROJECT NUMBER
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SHEET TITLE
NELSON FUTURE ACCESS
SH6 COASTAL SECTION
PLAN - SHEET 2
SHEET NUMBER
FIG-0272

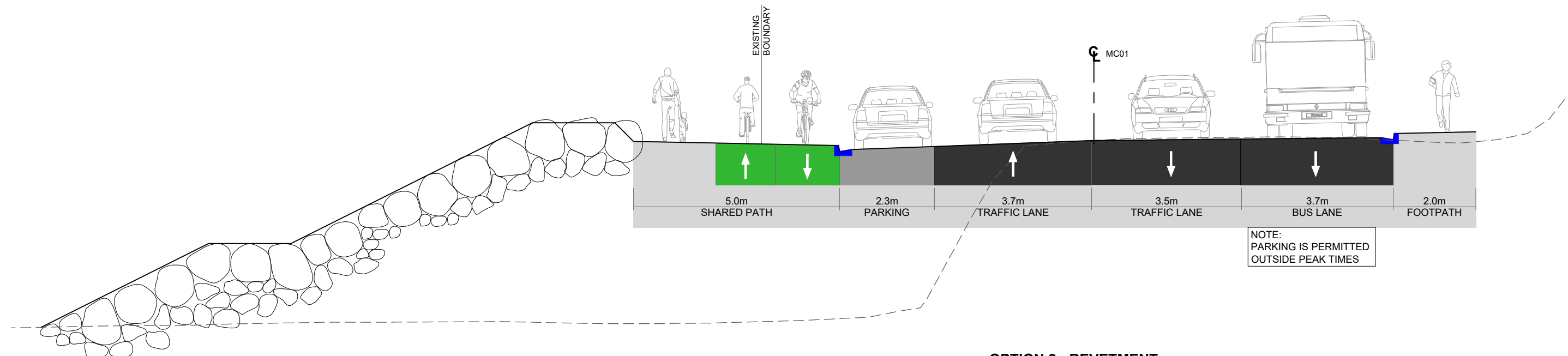
NOTES:

EXISTING LIGHTING ON HILLSIDE TO BE UPGRADED



OPTION 1 - SEAWALL

Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - REVETMENT

Scale 1:50 (A1) / 1:100 (A3)

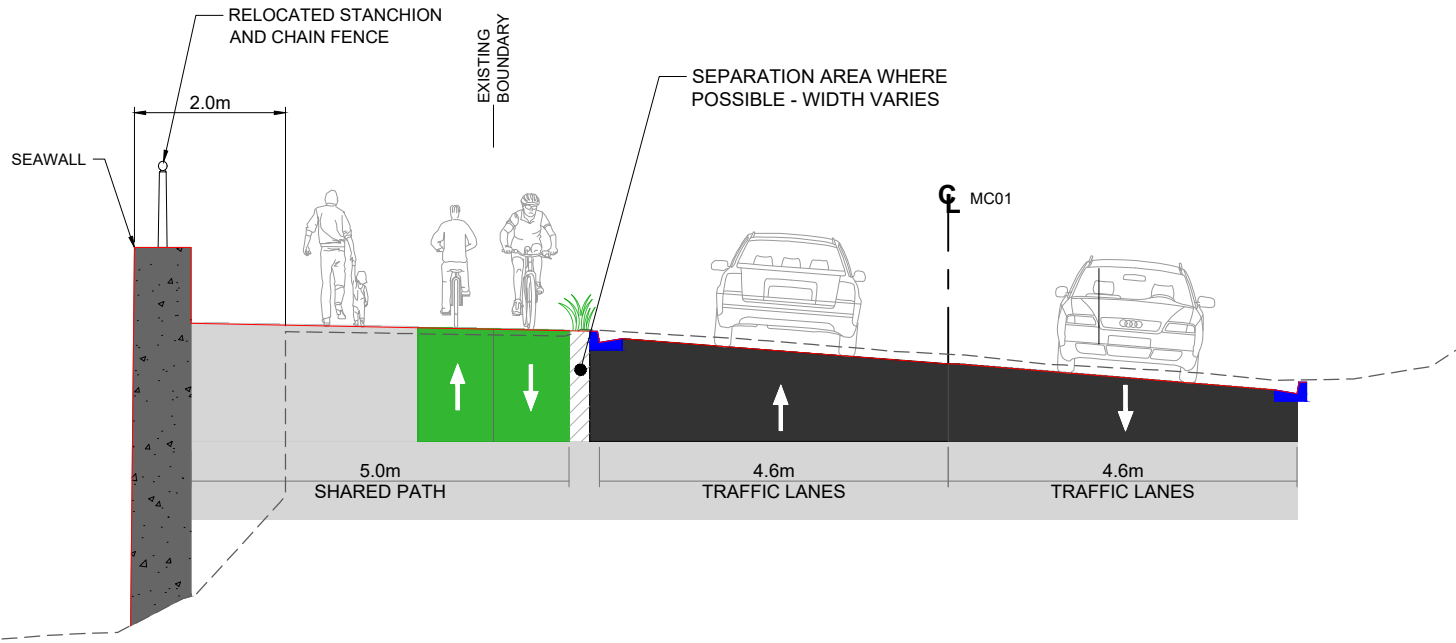
SECTION CH8200
A ROAD HIERARCHY: REGIONAL
 FIG-0271 Scale 1:50 (A1) / 1:100 (A3)

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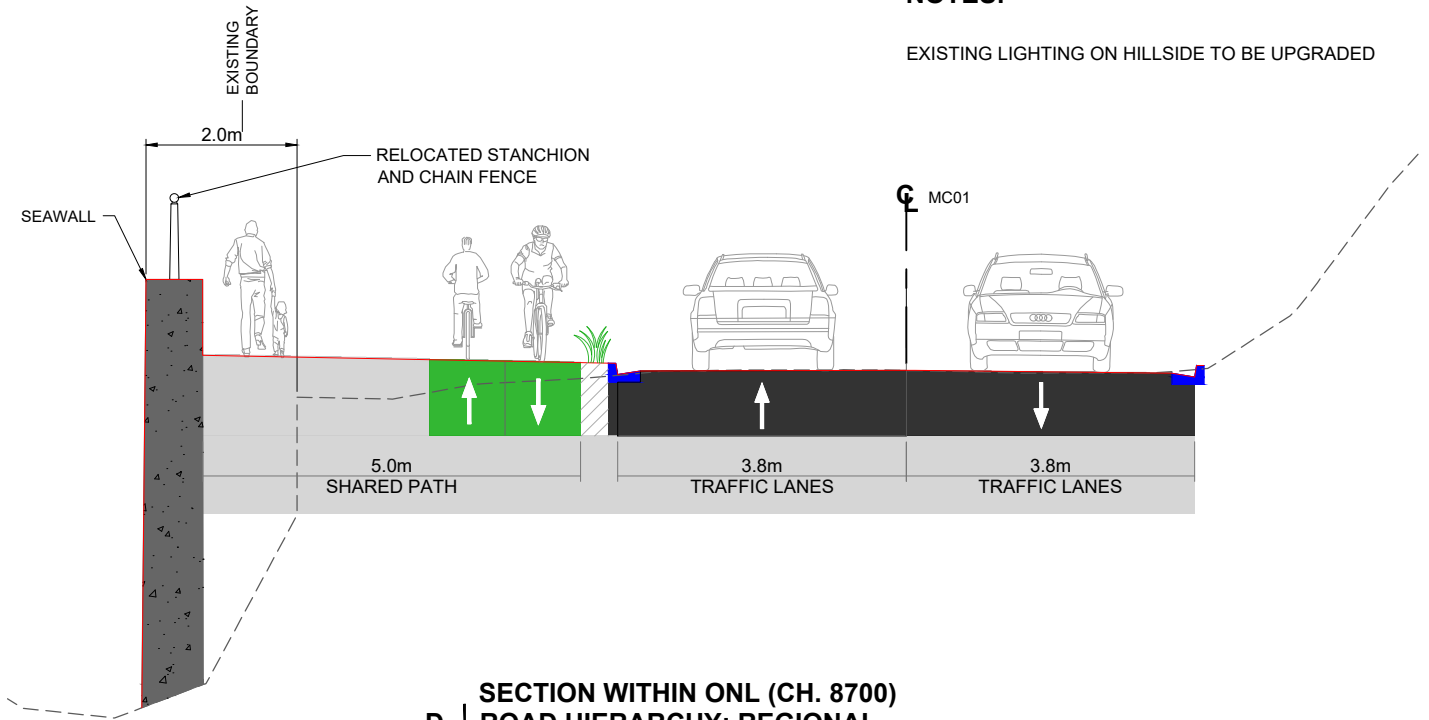
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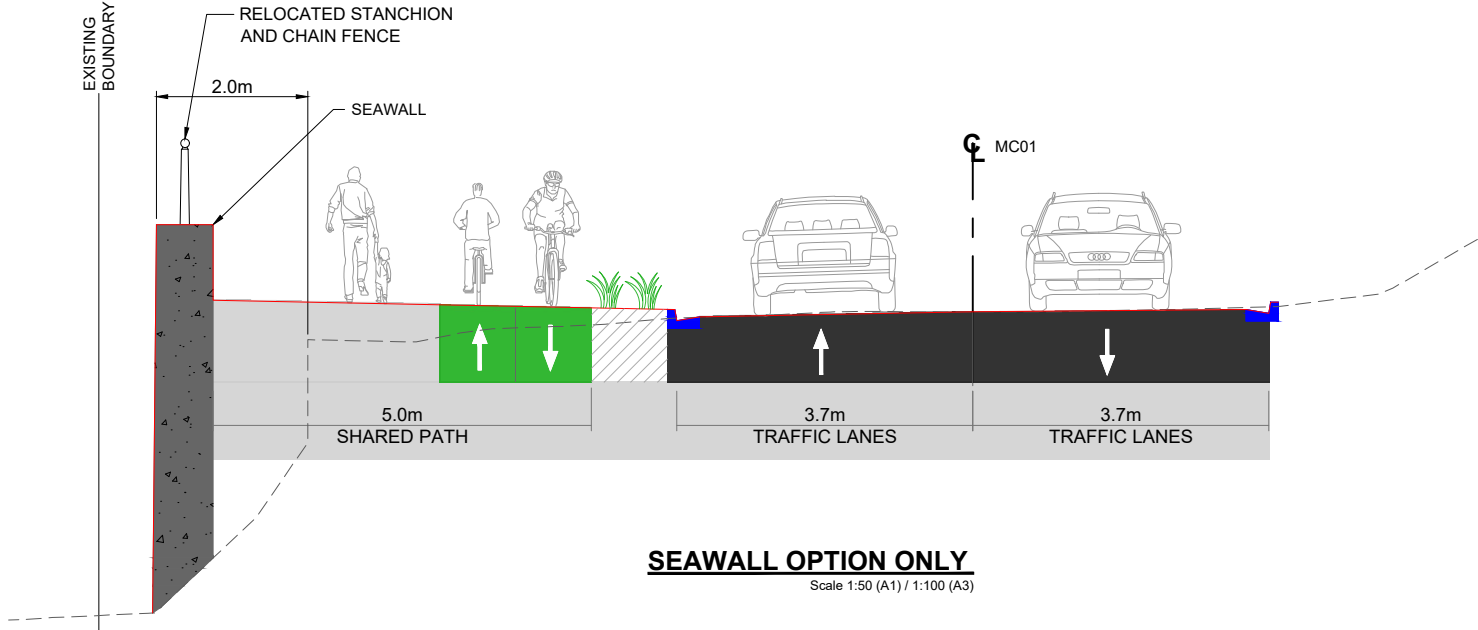
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B SECTION WITHIN ONL (CH. 8460)
ROAD HIERARCHY: REGIONAL
 Scale 1:50 (A1) / 1:100 (A3) FIG-0271

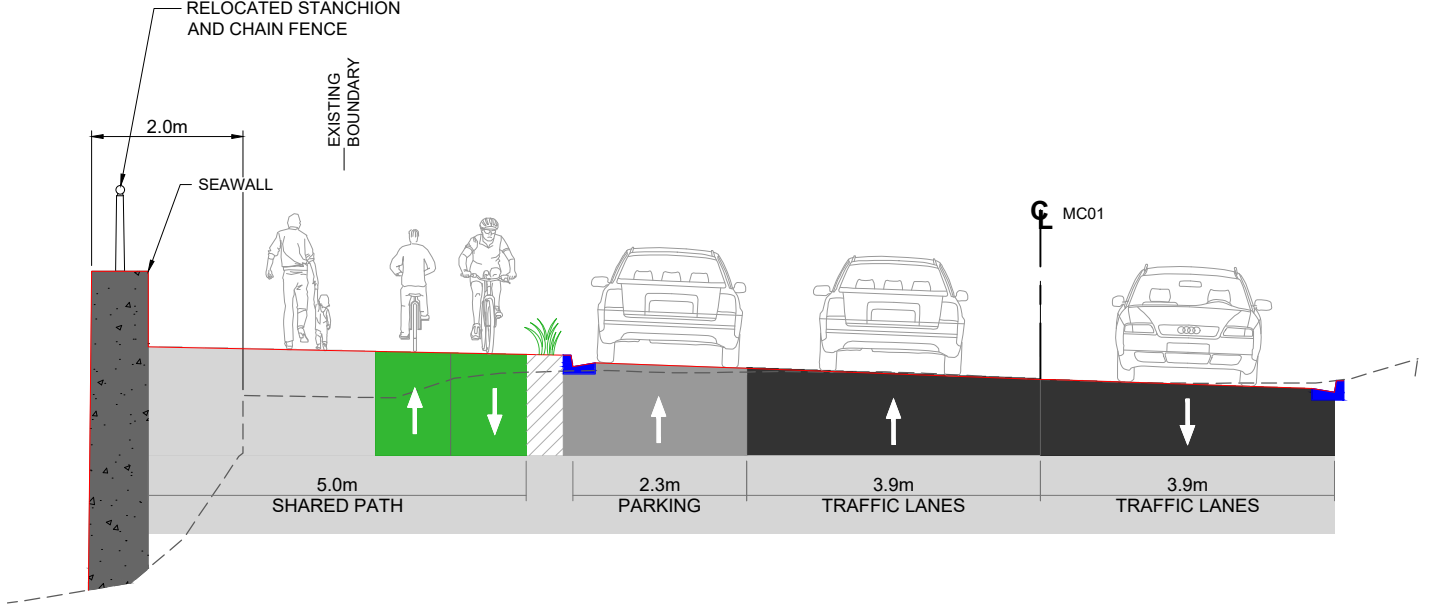


D SECTION WITHIN ONL (CH. 8700)
ROAD HIERARCHY: REGIONAL
 Scale 1:50 (A1) / 1:100 (A3) FIG-0271



C SEAWALL OPTION ONLY
 Scale 1:50 (A1) / 1:100 (A3) FIG-0271

C SECTION WITHIN ONL (CH. 8600)
ROAD HIERARCHY: REGIONAL
 Scale 1:50 (A1) / 1:100 (A3) FIG-0271



E SECTION WITHIN ONL (CH. 8840)
ROAD HIERARCHY: REGIONAL
 Scale 1:50 (A1) / 1:100 (A3) FIG-0271

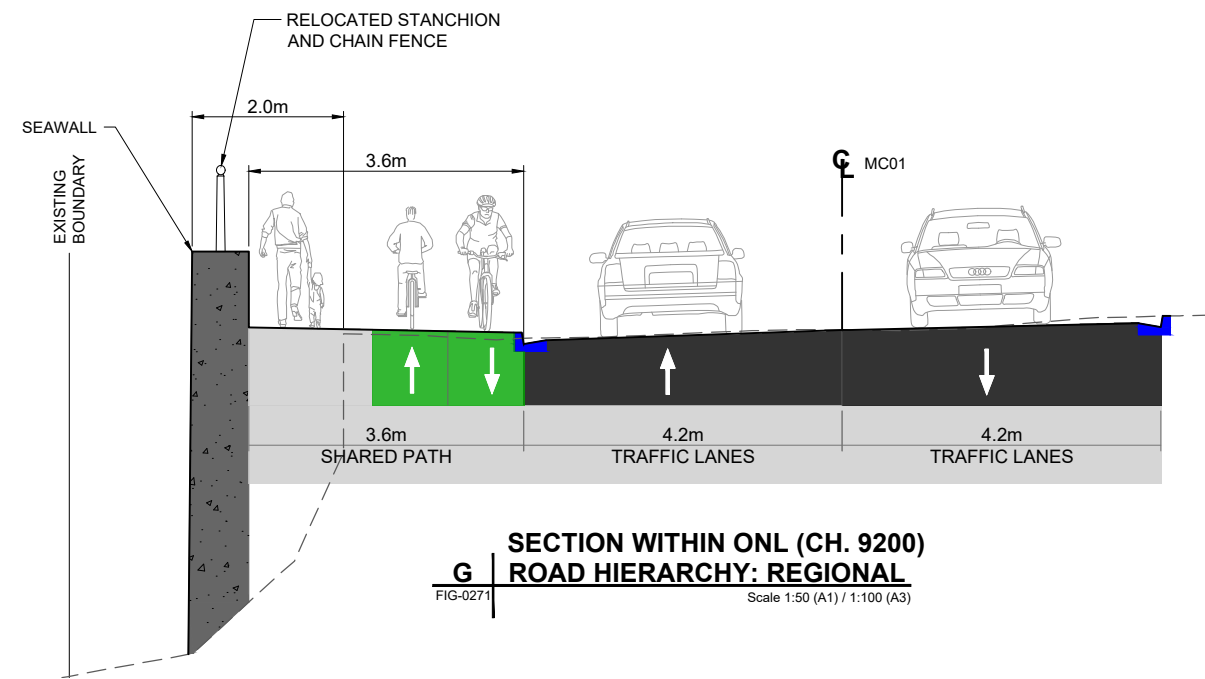
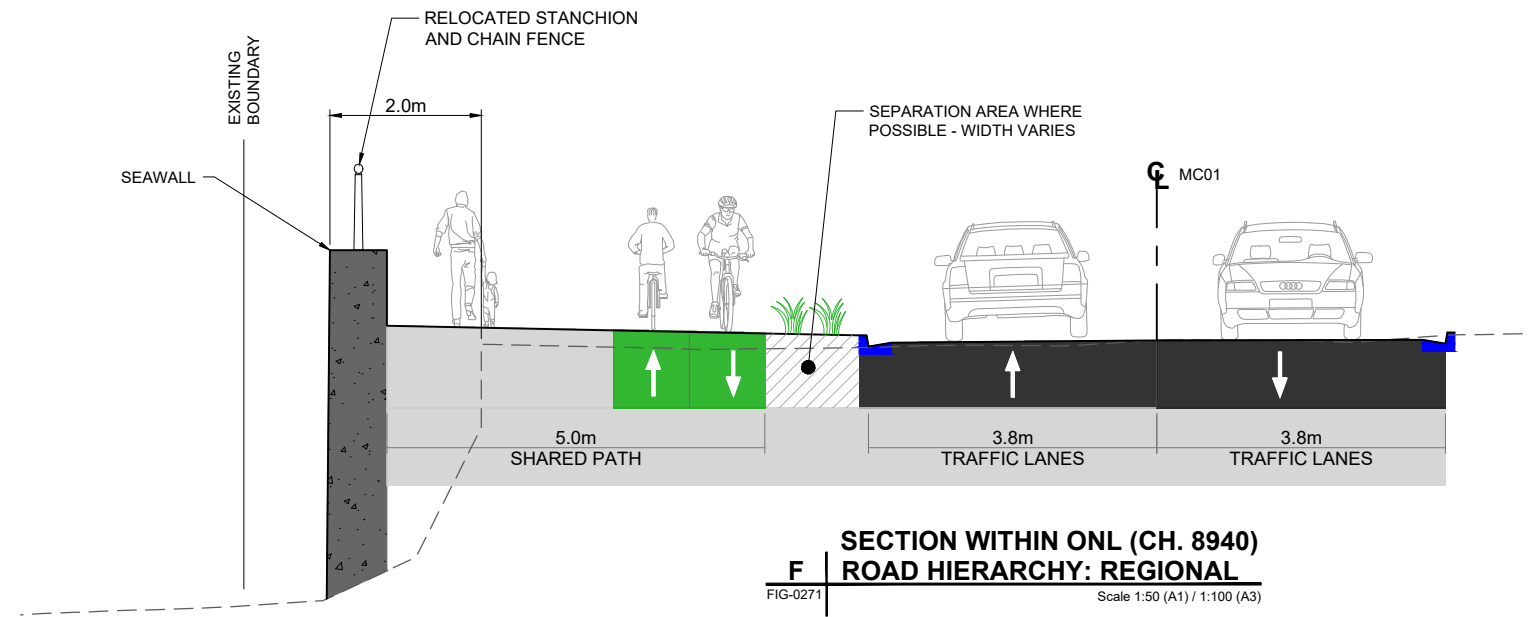
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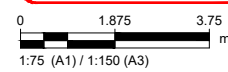
EXISTING LIGHTING ON HILLSIDE TO BE UPGRADED



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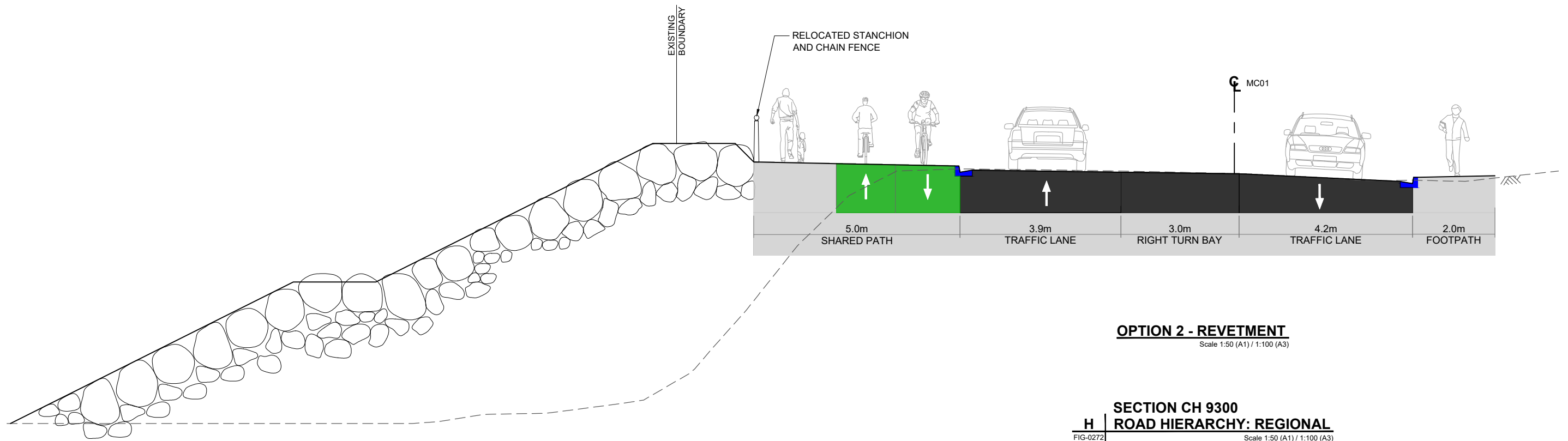
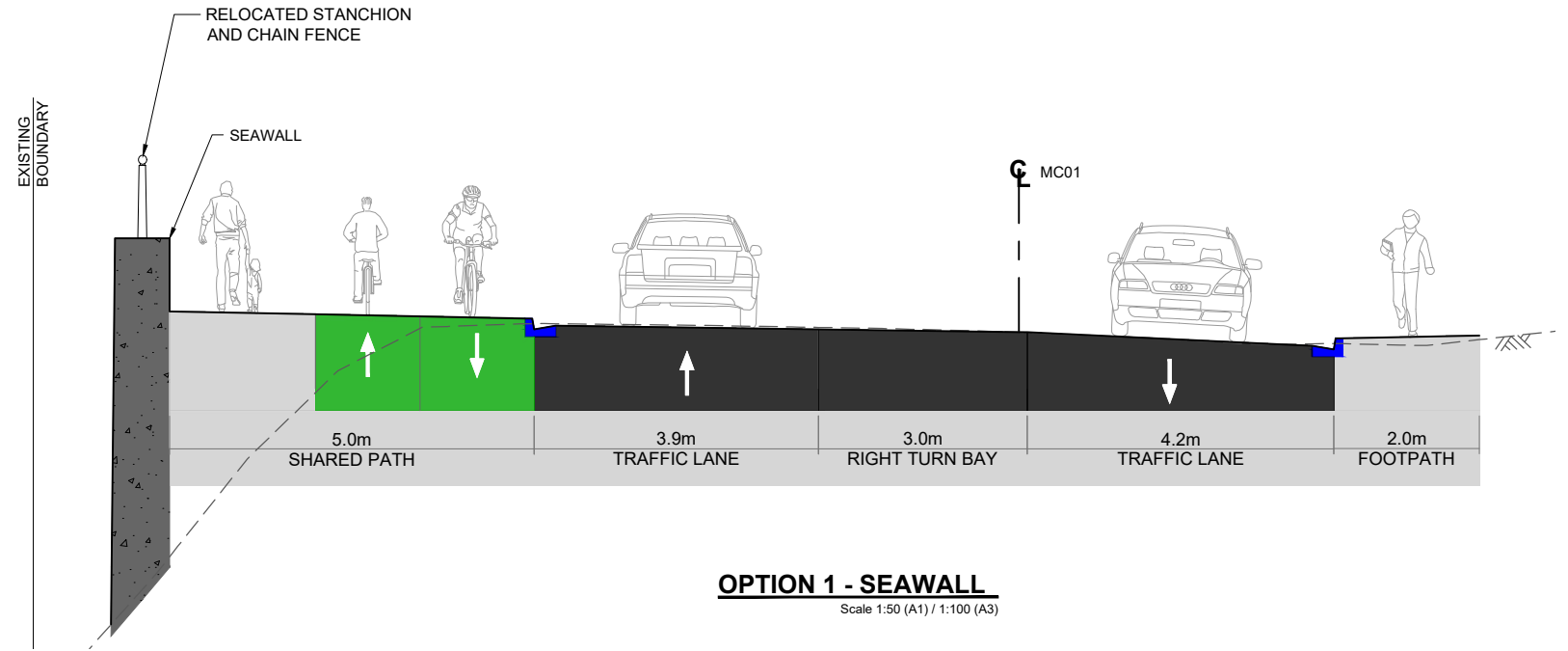


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NOTES:

EXISTING LIGHTING ON HILLSIDE TO BE UPGRADED



SECTION CH 9300
H ROAD HIERARCHY: REGIONAL
FIG-0272 Scale 1:50 (A1) / 1:100 (A3)

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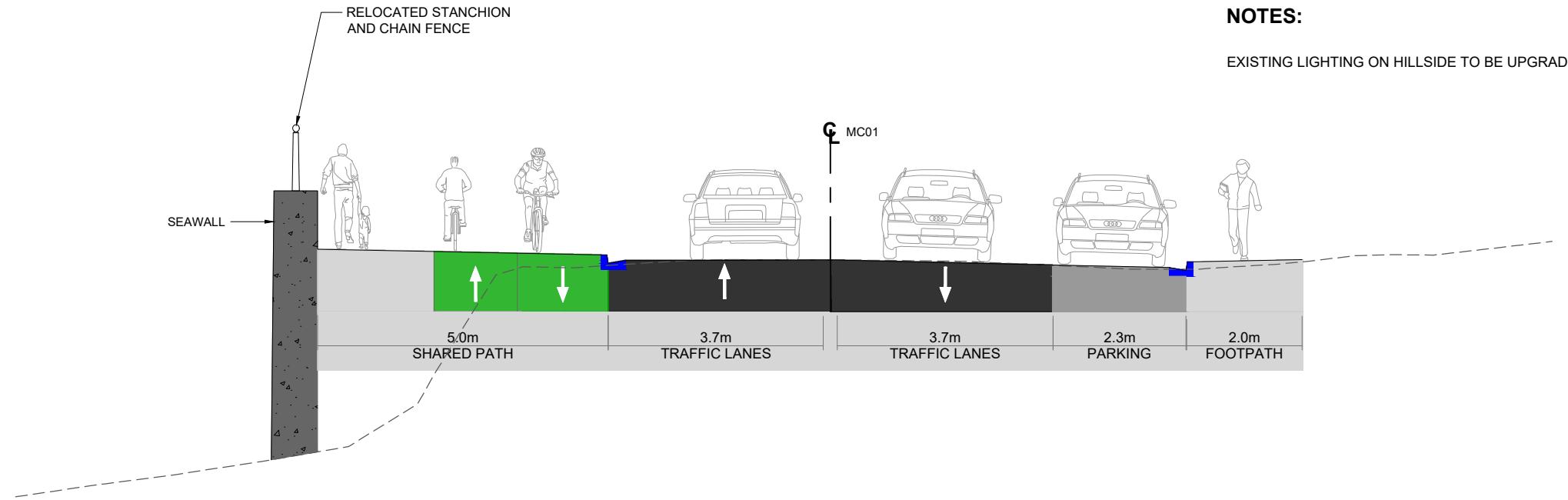
60603231

SHEET TITLE

NELSON FUTURE ACCESS
SH6 COASTAL SECTION
TYPICAL SECTIONS - SHEET 6

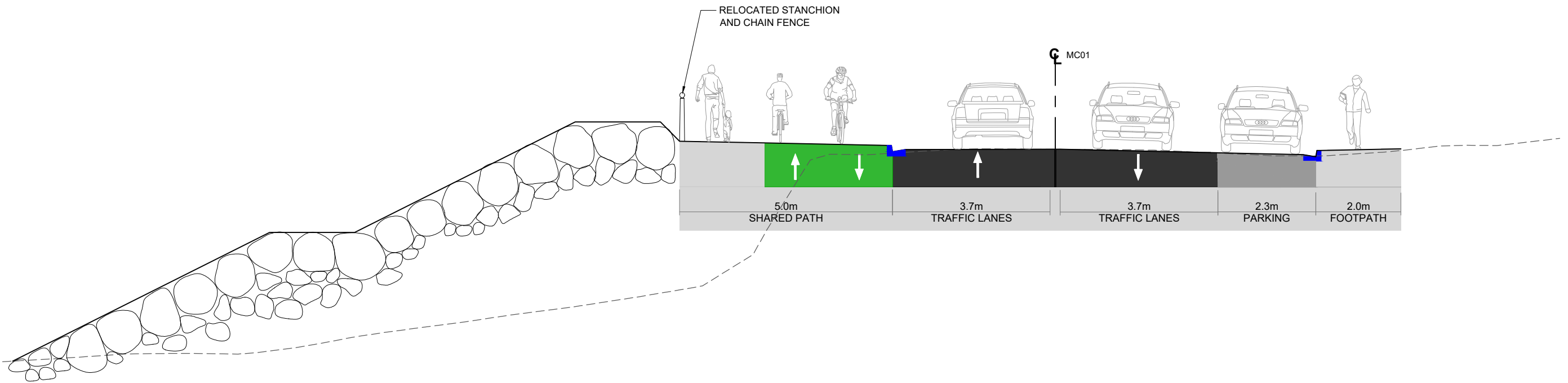
SHEET NUMBER

FIG-0278



NOTES:
 EXISTING LIGHTING ON HILLSIDE TO BE UPGRADED

OPTION 1 - SEAWALL
 Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - REVETMENT
 Scale 1:50 (A1) / 1:100 (A3)

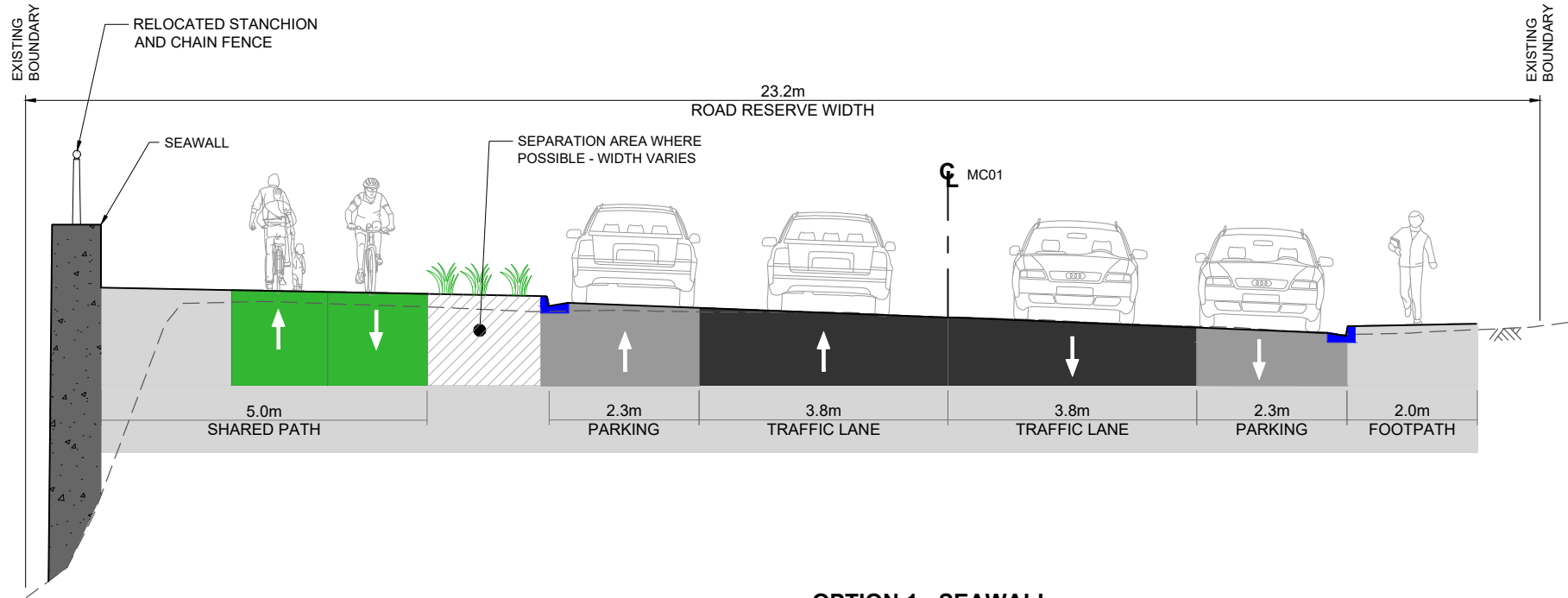
SECTION CH9720
I ROAD HIERARCHY: REGIONAL
 FIG-0272 Scale 1:50 (A1) / 1:100 (A3)

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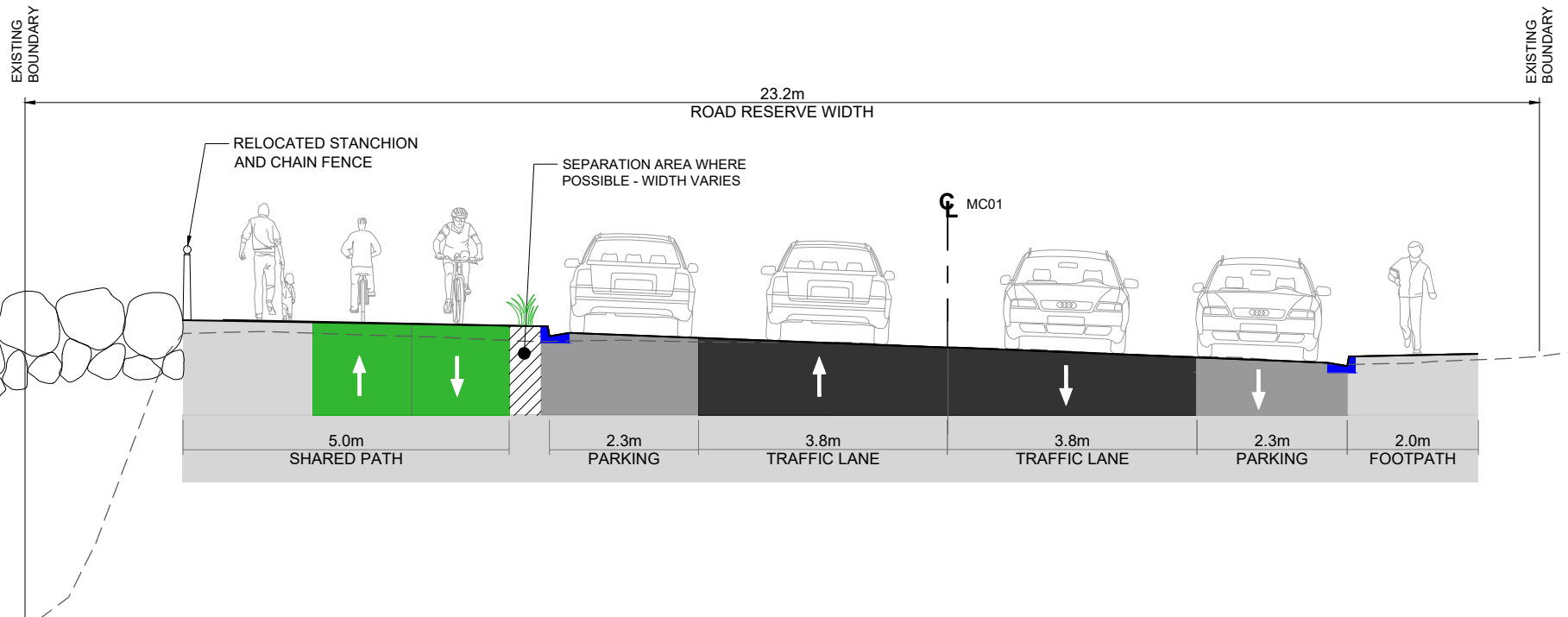
NOTES:

EXISTING LIGHTING ON HILLSIDE TO BE UPGRADED



OPTION 1 - SEAWALL

Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - REVETMENT

Scale 1:50 (A1) / 1:100 (A3)

SECTION CH 9800

J ROAD HIERARCHY: REGIONAL

FIG-0272

Scale 1:50 (A1) / 1:100 (A3)

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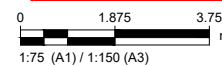
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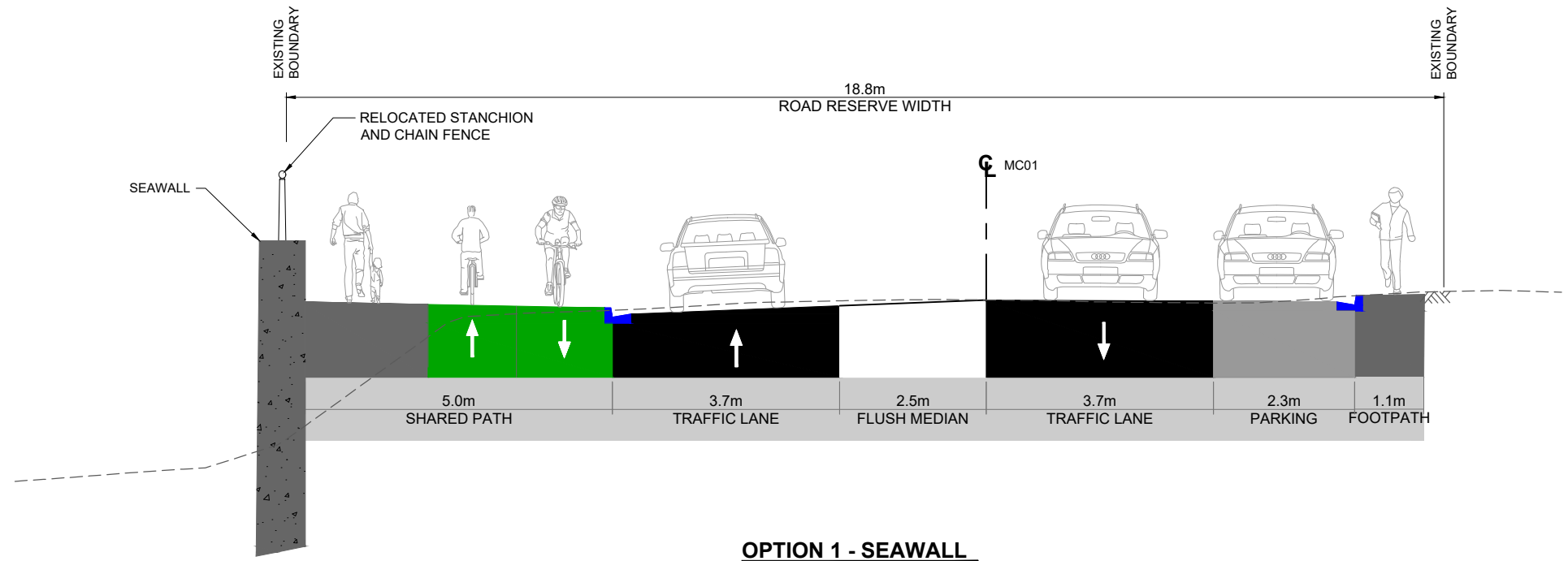
NELSON FUTURE ACCESS
SH6 COASTAL SECTION
TYPICAL SECTIONS - SHEET 8

SHEET NUMBER

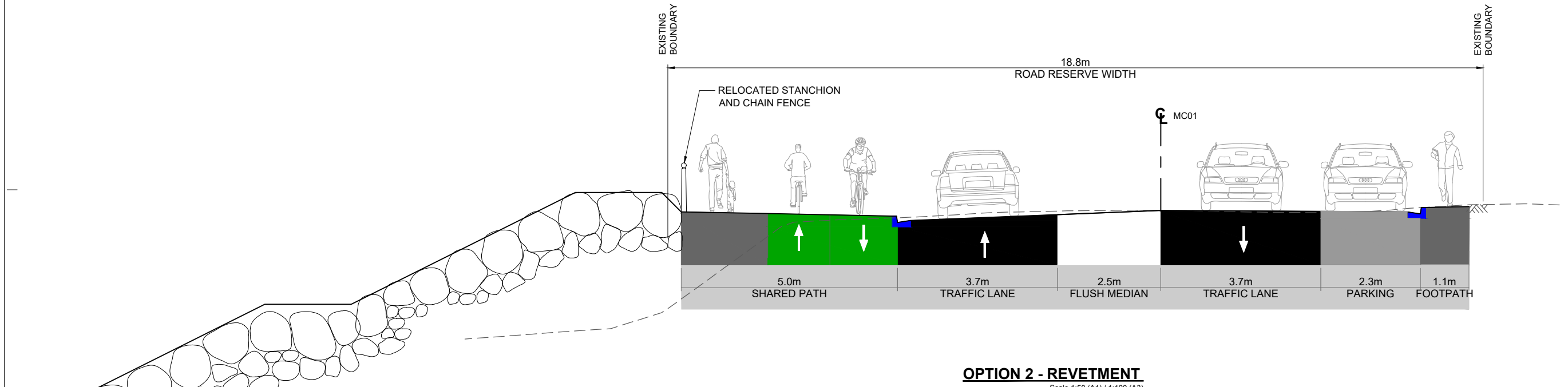
FIG-0280

NOTES:

EXISTING LIGHTING ON HILLSIDE TO BE UPGRADED



OPTION 1 - SEAWALL
Scale 1:50 (A1) / 1:100 (A3)



OPTION 2 - REVETMENT
Scale 1:50 (A1) / 1:100 (A3)

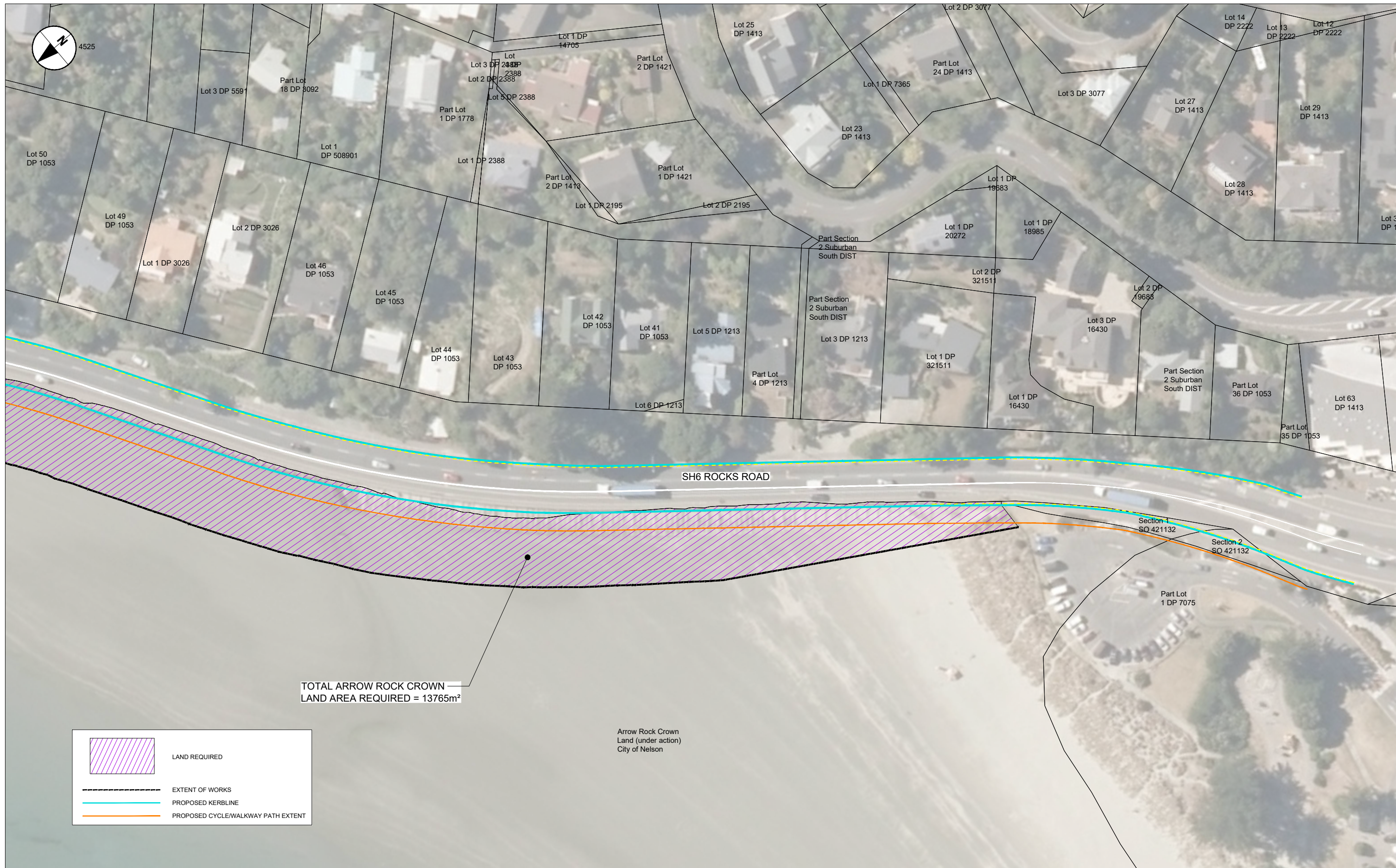
FIG-0272 **SECTION CH 10100**
L ROAD HIERARCHY: REGIONAL
Scale 1:50 (A1) / 1:100 (A3)

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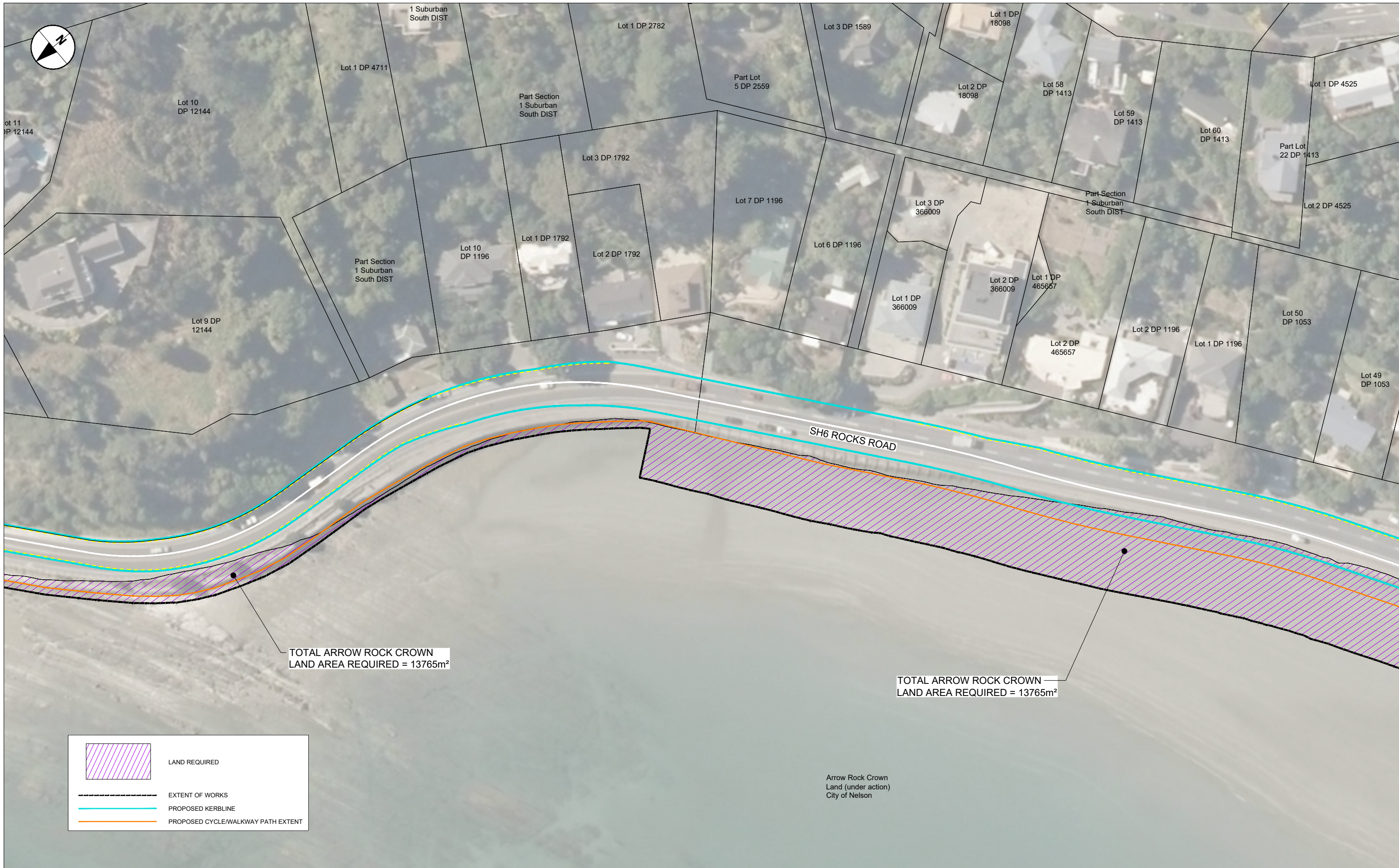
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ROCKS ROAD WALKING & CYCLING FACILITY
PRELIMINARY LAND REQUIREMENT PLAN
SHEET NUMBER
FIG-0290



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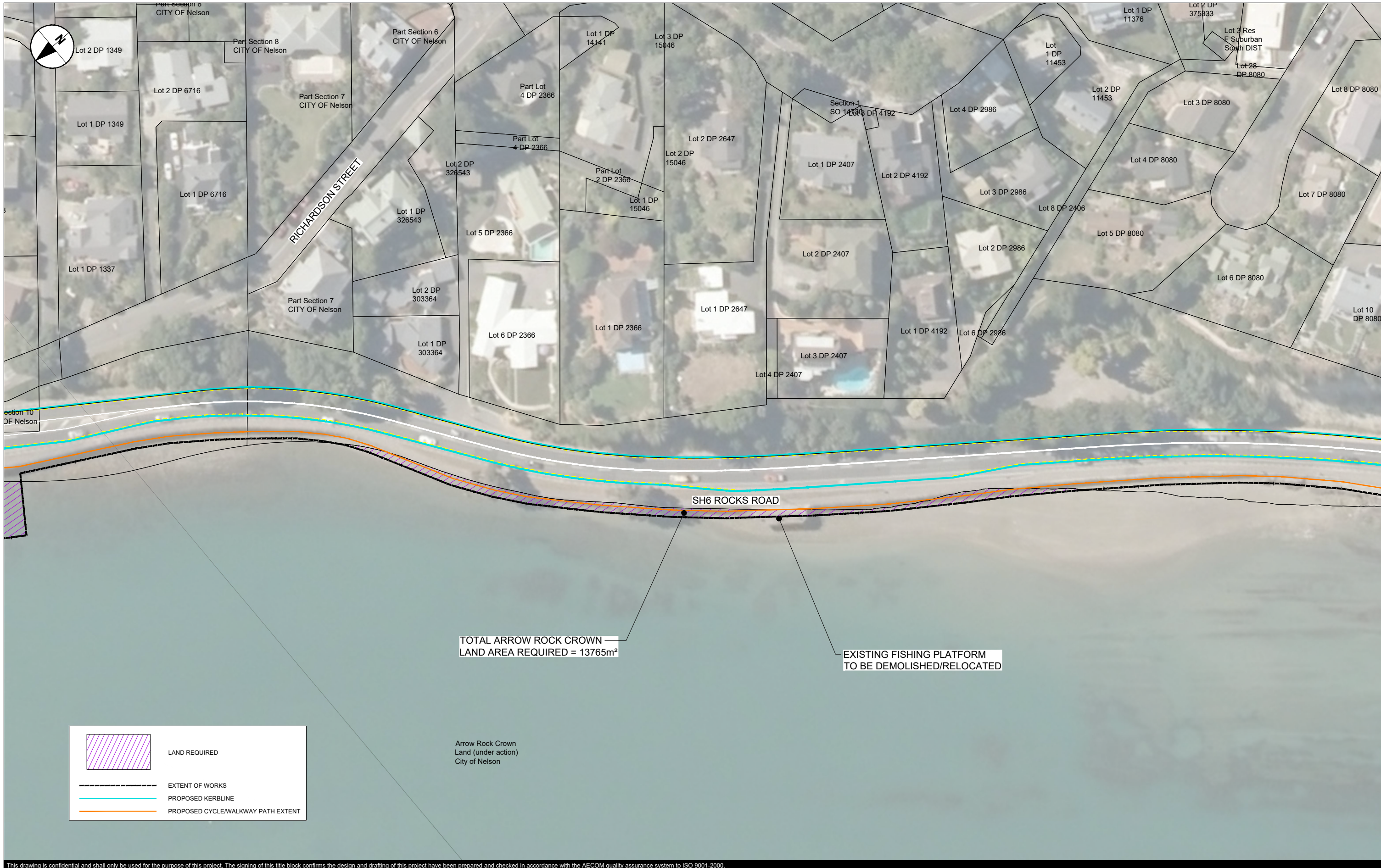
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SHEET NUMBER
 FIG-0291



TOTAL ARROW ROCK CROWN
 LAND AREA REQUIRED = 13765m²

EXISTING FISHING PLATFORM
 TO BE DEMOLISHED/RELOCATED

	LAND REQUIRED
	EXTENT OF WORKS
	PROPOSED KERBLINE
	PROPOSED CYCLE/WALKWAY PATH EXTENT

Arrow Rock Crown
 Land (under action)
 City of Nelson

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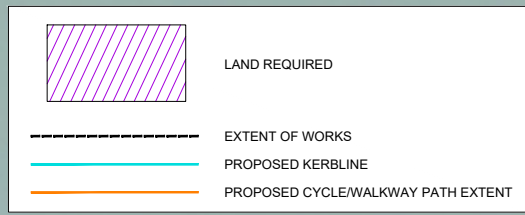
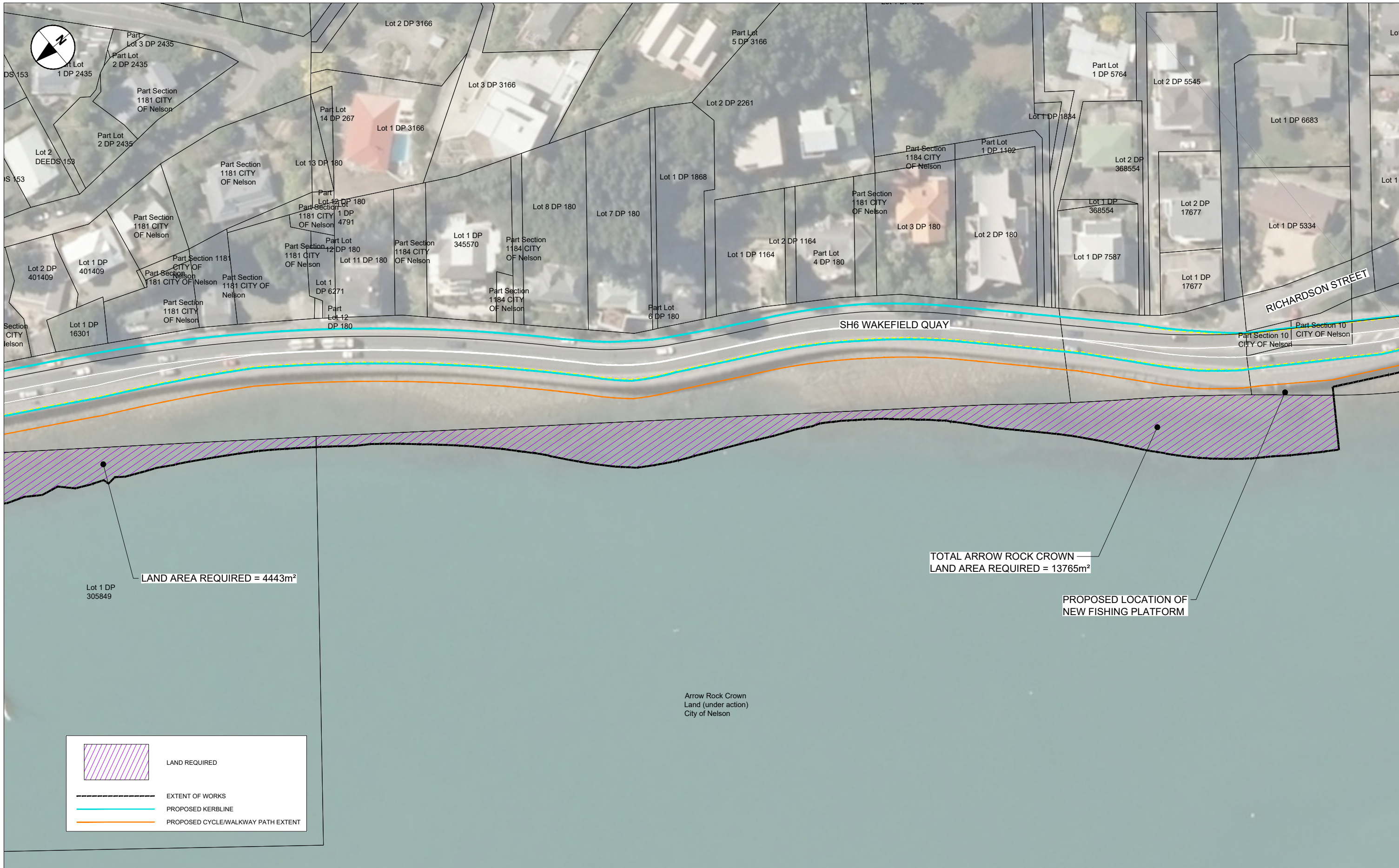
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SHEET NUMBER
 FIG-0293



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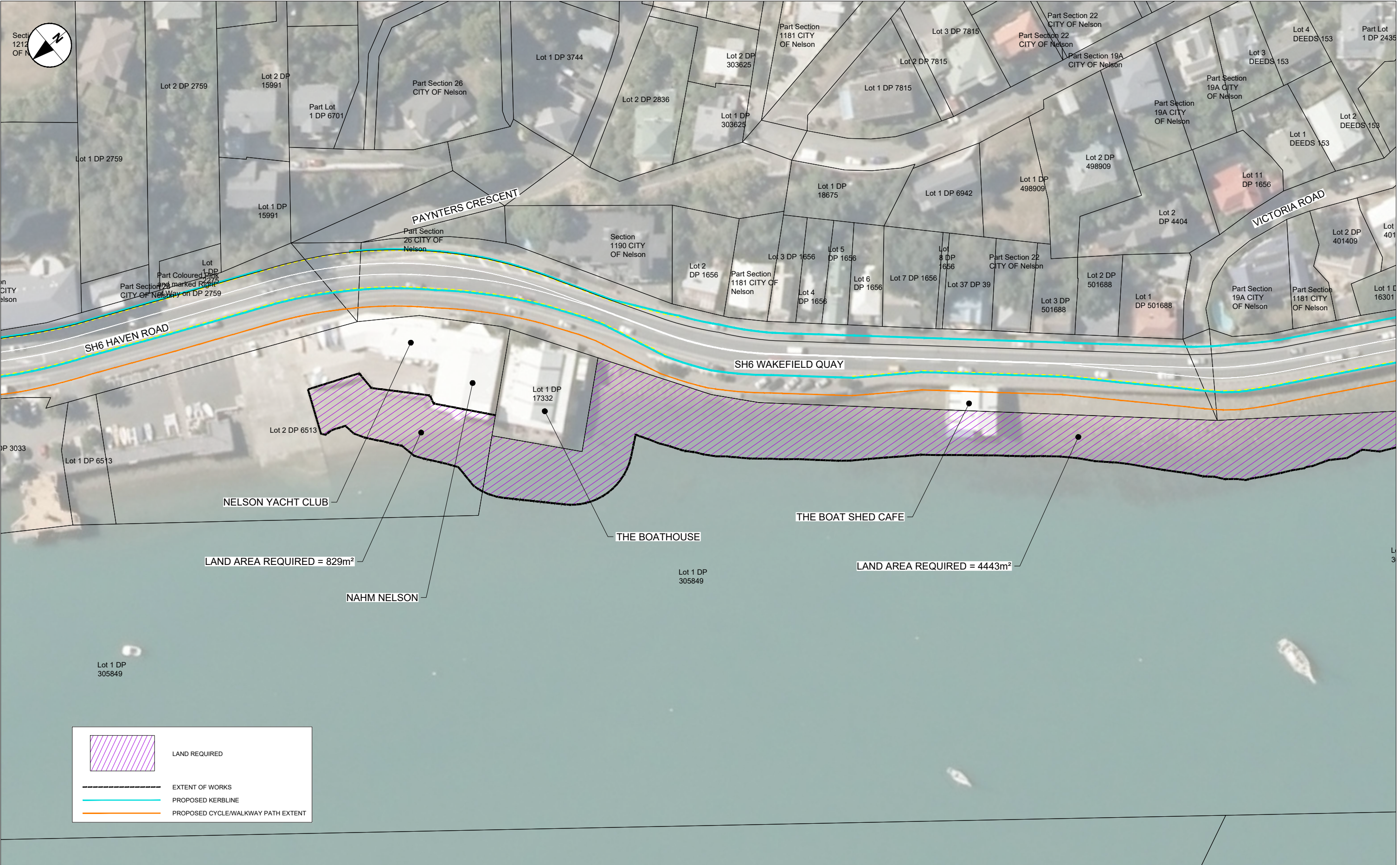
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SHEET NUMBER
FIG-0294



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ROCKS ROAD WALKING & CYCLING FACILITY
PRELIMINARY LAND REQUIREMENT PLAN

SHEET NUMBER
FIG-0295



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SHEET NUMBER
FIG-0297