

Nelson Future Access Project

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.

Last year we asked you for your feedback on long-term options for Nelson. This time we want to know what you think about shorter-term improvements.

What you will find out from this brochure

On the inside pages of this brochure we outline short-to-medium term improvements for the Nelson transport network. Please pay close attention to the maps and to the information on how you can provide your feedback.

On the two back pages of this brochure we explain the Priority Lanes package, which has emerged as the best long-term transport solution for Nelson and follows extensive community consultation held last year.



nzta.govt.nz/nfa

ROCKS ROAD

Improving Rocks Road for walking and cycling has long been of importance to the community.

We are proposing a 5m-wide walking and cycling path, which would be separated from traffic along Rocks Road. To make the corridor more resilient to climate change we would expect the existing seawall to be replaced at the same time - within 10 years if funding became available.

Visit our webpage and interactive feedback form to find out more information about the Rocks Road proposal, including information about crossing points, access to the foreshore, parking and options for what the seawall might look like.

Visit: www.nzta.govt.nz/nfa

What will the Nelson Future Access Project achieve?

Better journeys for all

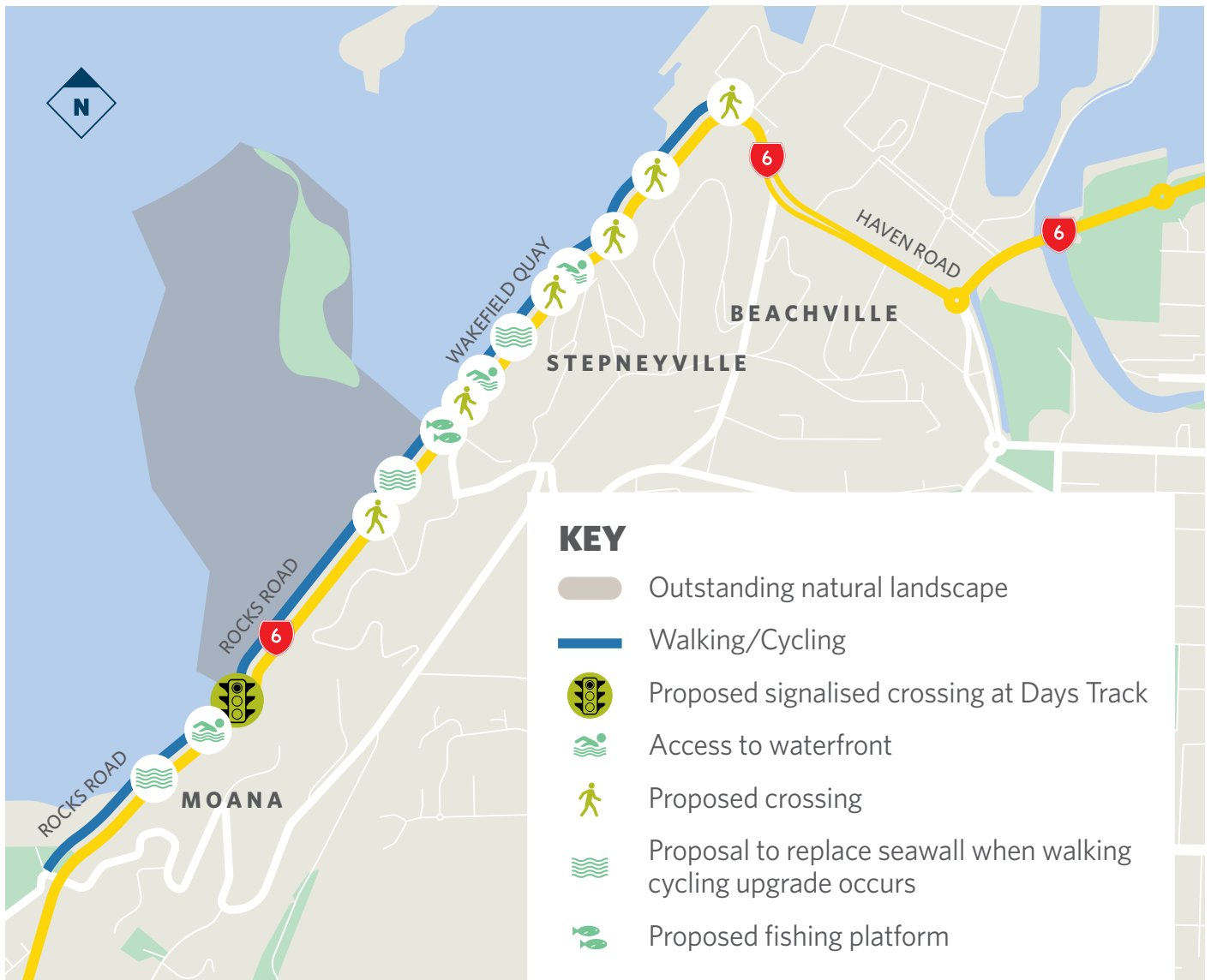
The proposal will encourage more people to walk, cycle, take buses and share a ride, meaning that traffic flow will be better managed and journey times will be maintained or improved even as Nelson grows.

Safer streets

The proposal improves safety across the Nelson transport network by proposing intersection improvements, safe crossing points, lower speeds and traffic calming on selected roads.

Resilience

The proposal is resilient. It takes into account current climate change forecasts and is designed to be fit for purpose for at least the next 30 years.



SHORT TERM AND OTHER IMPROVEMENTS

In this phase of community engagement, we are asking for your feedback on the short-term package of improvements for the Nelson transport network, especially improvements we think should occur in the next three years. The improvements listed on this page take account of changes in housing density and are designed to work in tandem with transport-related improvements proposed by Council including improvements to bus services.

You can pick one of three ways to provide your feedback on the suggestions shown on this map:

- Visit our project webpage (www.nzta.govt.nz/nfa) and go to our interactive feedback form where you can explore detail about the proposal and see what other people are saying.
- Attend a drop-in session. We will have questionnaires available.
- Send us an email: nelsonfutureaccess@nzta.govt.nz

See over for drop-in session times



Improvements proposed to be put forward for funding in the next three years are listed below.

- To provide safer walking and cycling, a new section of cycle path between the Motueka St-Tipahi Street intersection and Hampden Street -Waimea Road intersection. The route includes a new signalised intersection at Motueka Street and Tipahi Street to connect key places such as schools and the hospital. This would connect to a cycle route being developed as part of the Council's Innovating Streets trial and would combine to form the Victory to Waimea cycling route.
- A new safer cycle path on Washington Road between St. Vincent Street and Mt Vernon Place to align with a proposed council upgrade of water infrastructure.
- Safety improvements such as traffic calming measures to discourage people from taking short-cuts (rat-running) along Washington Road and Tipahi Street.
- A safer signalised intersection for pedestrians at Parkers Road and Tahunanui Drive combined with Maire Street. This would also make it safer and easier for vehicles to turn out of the commercial area, meaning more predictable travel times for drivers.
- To reduce rat-running in residential streets and to improve traffic flow along State Highway 6 (SH6), a reinstatement of the short (southbound) afternoon peak-hour clearway at the intersection of Bisley Avenue and Rocks Road. Outside of the afternoon peak period, parking would be allowed.
- Area wide speed review of neighbourhood streets to make them safer and more attractive to walk and cycle around.
- A new safe crossing point on Muritai Street near the intersection with Tahunanui Drive.
- A safer signalised intersection at Franklyn Street and Waimea Road to make it safer to turn right into Waimea Road and to also provide safe crossing for pedestrians.

We recommend you visit our project webpage at www.nzta.govt.nz/nfa and click on our interactive feedback form to see what else is proposed in the 4 to 10 year period and beyond. You can also attend one of our drop-in sessions – see over for details.



DROP-IN SESSIONS:

- May 20 at Morrison Square anytime between 4.30pm and 7.30pm
- May 22 at the Nelson Market anytime between 8am and 1pm
- May 24 at the Trafalgar Centre anytime between 3.30pm and 6.30pm

Deadline for feedback: 13th June 2021

Background and thank you

In July 2020, we asked for your feedback on potential long-term transport options for Nelson and presented three possibilities: Priority Lanes Package, Coastal Corridor Widening Package, and Inland Route Package. Waka Kotahi and Nelson City Council received significant input from the community.

Thank you for your feedback. We recorded 11,545 visits to our online feedback platform and around 345 people attended our community information sessions.

Priority Lanes

We are recommending a refined version of the priority lanes package as the best long-term transport solution for Nelson.

The package integrates well with proposed improvements to bus services designed to increase patronage*. Among the many benefits of having priority lanes, is the way they can be adapted to changing transport demand and technology.

* Nelson-Tasman Regional Public Transport Plan 2021-31

A recommendation to retain land

The Nelson Future Access Project has considered the future best use of the former railway reserve and adjacent land owned by Council and the Crown, which would have been used if the Inland Route was selected as the long-term option. We still recommend retaining the existing land holdings for walking and cycling and to mitigate the potential risk of a future catastrophic natural event (e.g. major earthquake). Another reason for retaining the land is if there is a significant change in forecasts such as climate forecasts predicting even greater sea level rise.

Why we think a refined version of priority lanes will work best

Not only did Priority Lanes score best overall against assessment criteria, the feedback we received from the community showed considerable support for the Priority Lanes Option (56%) as the option likely to be the most successful in enabling the vision for Nelson.

Importantly, the Priority Lanes option also sits comfortably with the Government's Policy Statement on Land Transport and Council's objectives in their Regional Land Transport Plan.

Further investigations between July last year and March/April this year also showed us that we could refine the priority lanes option to substantially lessen the impact on both the Rocks Road and Waimea Road corridors and still achieve most of our stated outcomes. The modifications also take account of the proposal from Nelson City Council to designate the rocks adjacent to Rocks Road as a cluster of outstanding natural features. In addition, we were also able to reduce the impact on Rutherford Street.



Priority Lanes

The map on this page shows improvements we recommend take place in the next 10 to 15 years as bus services increase in frequency and patronage increases. The map shows the extent of northbound and southbound priority lanes, which would be available for buses and possibly vehicles with more than one passenger. The lanes would provide for better traffic flow into and out of central Nelson. Over time, as demand changes, the hours of operation and the vehicle mix allowed to use the priority lanes could be easily modified.

In those areas where priority lanes are shown, parking would still be available during off peak. Traffic signals would be co-ordinated to allow for flowing traffic. For safety reasons, there would be no vehicle access into or out of the main road from Tukuka Street, Wellington Street, Rutherford Street (south), Ulster Street and Rawhiti Street. People using Beatson Road (north), Chings Road, Tuckett Place and Rui Street would have left in and left out access only.



For more information on the priority lanes proposal please visit www.nzta.govt.nz/nfa